F1 AT KYALAMI - ANDY SUTCLIFFE - RENAULT R5 TL

BMW versus Ford in the big saloon battle





Cheap thrill.

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At £973* the Mini 1275 GT doesn't just look good. It makes you look good.

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Give your nearest Austin or Morris dealer a thrill.

Take him out for a test drive. It's better than cheap. It's free.



BRITAIN'S MOTOR SPORTING WEEKLY

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After its winter hibernation, F3 gets under way again this Sunday at Brands Hatch. The spectacle promises to be equally close this year,



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The first big race meeting of the 1973 season, at Brands Hatch this Sunday, will bring an end to the winter of our discontent. As can be seen from our preview (page 11) there is a big and varied entry, which should ensure the continuation of the trend at the January club meeting at which attendance was 50 per cent up on expectations. The following weekend the big attraction is the international Formula 2 meeting at Mallory Park, followed a week after that by the Formula 1 Race of Champions. Both have full entries, as has the club meeting at Silverstone where over 190 people want to race on the same day as the Race of Champions.

There is no doubt that the interest among competitors is as high as ever. The big question is whether the action that these people provide will be sufficient to attract the hordes of spectators necessary for the sport's well-being. Last year, if we believe all we're told, the attendances dropped off, but there is a marked note of optimism at the prospects for this year. It is probably a conscious effort on the part of the organisers and promoters, who badly burned their fingers with depressing tales of low attendances last year. That note of hope is undoubtedly a correct one, for an epidemic of depression is an extremely contagious one. Once established, it is easily kindled by political squabbles, erection of metal safety barriers and traditional British bad weather. The result was seen last year, and has caused considerable self-analysis by those involved in the sport's promotion.

Although there may be no BOAC long-distance sports car race, no 2-litre European Championship race and fewer Formula 1 and Formula 2 races this year, in one respect this is a good thing. The spectators have become blase about the volume of international sport up and down the country throughout the year, and maybe the enforced absence will make the heart grow fonder for what we have, and what, seemingly, will return another year. In their place there are more races for Formula 5000, prospects for which lavishly promoted (and subsequently expensive) meetings. None the less there are plenty of new ideas-such as the saloon and GT race that may be organised at Brands Hatch in October.

plan, instigated mainly by saloon car specialist Ralph Broad, encompasses European GT Championship cars, special saloon cars, Group 2s and TransAm cars in an exciting anything-goes thrash.

AUTOSPORT, too, is changing. Tune In, established in late 1971, was followed by our increasingly popular rally column, Special Stage. This week we introduce Purely Personal, a weekly look by a staff man or guest writer at the motor racing scene, and Sports Extra. This section takes over where Club News (RIP) left off. But in addition to the normal club reports, there will be lots of news, features and gossip.

Here's to 1973!

our cover picture

Saloon car spectocular, as John Fitzpatrick swings his Schnitzer BMW through a Zandvoort corner last year. Our assessment of Group 2 racing starts on page 31. Phylo Paul Thempion

Pit and Paddock

Three car DART GRD team

The works F2, F3 and 2-litre sports cars run by GRD this year will all be entered under the "DART racing with GRD" banner. This is the first result of the tie-up between Scottish industrialist Denys Dobbie and GRD's Mike Warner.

All the cars are painted in the immaculate blue and white colours which first appeared on the DART Chevron Bl9s a couple of years ago. Dave Walker will drive the F2 car in the European Championship, Alan Jones the F3 car in the John Player Championship and other selected events while John Miles will handle the

The Dobbie Automobile Racing Team was formed at the end of 1970 to contest the 2-litre championship The first year was fairly successful but after abortive deals first with Lola and then Rondel, 1972 did not see any of the care racing in Dobbie's colours. DART racing with GRD has been formed "to allow the maximum benefit for future commercial companies who wish to invest and participate in International motor racing. It is the intent of the team to secure such Interest from commercial investment based upon the track performance of the racing leam and the backing of works supported cars."

The F2 273 and the 2-litre 573 cars will be taken to Esteril this week for extensive testing. Dave Walker will still be in plaster for another three weeks but hopes to be fit enough to drive almost as soon as it comes off. In his absence at Estoril Reine Wisell, who will be present anyway with Sten Gunnarson testing their Pierre Robart sponsored F2 cars, will drive the car while John Miles will test the 2-litre car. Previously unseen on the F2 car is a full width nose and rear wing which extends way beyond the gearbox. Only Roger Williamson's Wheatcroft GRD will be at Mallory Park. Wisell, Walker, Hiroshi Gunnarson, Kazato, Tetsu Ikuzawa and Brondan McInerney will be at Hock-

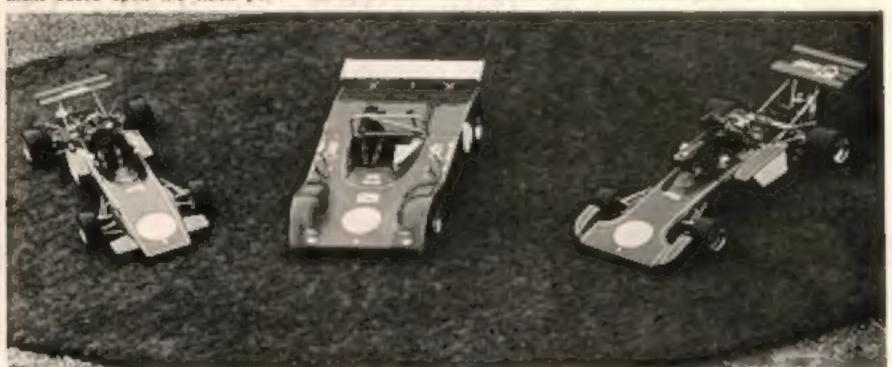
So far GRD have delivered 16 new cars this year and they are leaving the factory at five cars per week. In all they have sold 48 of their projected 55 cars. The biggest single customer is German industrialist Jorg Obermoser who has bought a total of 17 cars which includes five sports cars. Warner has sold another

Eve sports cars, one each to Rene Herzog, Hiroshi Kazato and DART and two to Portuguese driver Augusto Palmo. Not surprisingly the most popular car so far is the F3 373 model of which 15 have been sold.

An interesting order for two F3 chassis came from Toyota in Japan. They will be using the cars in order to evaluate the potential of their 2-litre road going engine for competition use. Six other chassis have been bought from Japan to be fitted with 1300 cc Honda engines for Formula Japan racing.

Warner has also got another big commercial sponsor lined up whose plans will be announced in the near future. The company is Myson who are a big heating and ventilating concern.

The factory expansion is going ahead on schedule with the new GRS extension completed and the prototype shop nearing completion. The projected F1 prototype is now a great deal further than being a twinkle in Jo Marquart's eye and there is a chance that a car may be seen before the end of the year. However, Warner is emphatic that there will not be a works run car in 1974.



The DART racing with GRD team (left to right) Alan Jones' F3 373, John Miles' 2 litre 573 and Dava Walker's F2 273 fitted with the previously unseen full width nose (above). The GRD production line at full stretch (below).



F2 Chevron and Brabham for Morgan



Dave Morgan-busy year.

David Morgan created a surprise last week when he went testing at Snetterton and Brands Hatch in an F2 Brabham BT40 instead of the Chevron which he will campaign in the European Championship this year. His sponsor Ed Reeves originally ordered the car so that he could trade in his last year's BT38s, as he preferred to have a new competitive BT40 lying around rather than two BT38s. He did in fact sell one of the care beforehand but decided to have the BT40 anyway.

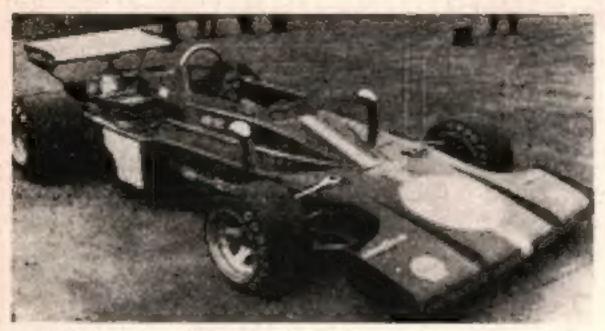
Morgan stressed, however, that he would be using the Chevron B25 in the championship while the B740 would either be kept as a spare or hired out, Morgan will use David Wood prepared BDA engines again this year.

In order that the 1860 cc engines which Morgan used last year would not lie around redundant Reeves has purchased the David Wood G2 Escort which Tom Walkinshaw drove very quickly at the end of last season and Reeves himself and Morgan will drive the car fitted with the old engines in as many British Touring Car Championship rounds as possible. The first will be the Race of Champions when Morgan will drive using, hopefully, the full 2-litre engine which he will use at Mallory Park the previous weekend in the F2 car.

So for Morgan, last year's premier Grovewood award winner. It looks like a busy year as he will be contesting every round of the F2 series which is 22 races alone.

• Kaye Griffiths, who has been without a competition licence since the 1971 Tasman series, is to get his licence back in time for this season. He plans to compete in most Interserie races with the Glamour International McLaren MSD.

New F1 Ferrari



Apologies for the quality of the picture but it is the only one available of the Anglo-Italian FI Ferrari. Basically the car consists of a new monocoque designed in Italy and built by John Thampson in England, with familiar B2 flat-I2 engine and suspension lay out. The car is afficially called the B3 although logically it is the B4. To confuse matters the works have christened it the BCR. The car may go to Kyalami this week but the most likely place for its debut is the International Traphy at Silverstone.

Lloyd's continue racing insurance

Following a successful first year operating a specialised motor racing insurance scheme through Lloyds, broker lan Bracey and underwriter Matcolm Blair have announced that they will continue to provide cover this year.

the Lloyds scheme and they handled over 200 accounts. This included cover for all the competitors in single races at meetings in such far off places as South Africa and Australia (the Benson and Hedges 500); entire teams for a season's racing and a great many individuals for the whole season and individual events.

Altogether 31 claims were made during the year ranging from sports cars at Le Mans (Jo Bonnier) through interserie cars, Formula Fords and an engine destroyed by fire during a rebuild.

A great many people insured so that they could guarantee their race programme to sponsors. The great advantage of the insurance is that a crashed car can be repaired immediately, if three simple rules are adhered too; photographs are taken of the car, broken parts must be retained for inspection by Lloyds at a later date, and that the broker is informed within 48 hours.

Although there were a number of heavy claims during 1972 Lloyds underwriters were happy with the way the scheme operated and thus premiums will be no more expensive this year and no-claim discounts should be bigger.

One part of the Lloyds scheme which Bracey and Blair are expanding is that of insuring complete grids. They have a proposition which is being offered

world, which should go a long way to helping them over starting money problems.

Taking for example Formula

1, the Lloyds scheme can
insure a grid of 20 cars against
rolling chassis damage up to
£5000 per car for a premium of
£2,500 for the whole field. Surely
none of the F1 constructors can
turn their backs if organisers
offer full cover for their cars
instead of increased starting
money?

This scheme is not only simed at Formula 1 but at organising clubs at all levels and groups of drivers. Even the smallest club race meeting can have grid insurance providing that there are more than 20 starters.

Formula associations are currently on the increase and they
too can benefit from the scheme.
As they sell themselves as a
race package to organisers, with
20 or more starters they can
arrange their own insurance for
the whole package.

Another scheme being worked on is for Indianapolis. In such specialised races like Indy and Le Mans the cars are rated at 5%; however for Indy the cars are insured for a month to include qualifying (there must be more than 15 cars insured) and the race. Those that do not qualify and do not have to claim will receive 50% of the premium back while those who do race and still do not claim there will be a rebate of 25%.

For further details contact | lan Bracey, Chandler, Hargreaves, Whitall & Co Ltd. Chandler House, \$/7 Marshalsea Road, London SE1 1EF (Tel: 01-407 8000) or any other Lloyds broker.

Final Tasman to McCormack

The Tasman series ended the way it started last Sunday with a narrow win for John MacCormack over Alan Rollinson. The circus moved to the Virginia Raceway. Adelaide, for the final round with a slightly depleted entry as the Champion-ship had already been settled in favour of Graham McRae for a third time.

McRae did not have a happy ending to the series however as the clutch on his McRae exploded virtually at the start. Frank Matich took the lead with the Matich-Repco and stayed in front for 56 of the 71 laps before stopping with fuel pressure problems. He continued for a couple of laps later on but went off in a big way and badly damaged the car; Matich was unhurt.

This left McCormack's Elfin-Repco in the lead with Rollinson a few seconds behind. As in the first race of the series at Puke-koe, Rollinson put in a tre-mendous effort with the Duck-hams McRae and he caught the Australian. However, he was never able to find enough room to get past and had to settle for second place 0.7 s

behind. He had the consolation of setting a new lap record of 50.7 s. McCormack's win took him to second overall in the championship with 29 points to McRae's 40.

The race was run in extremely hot conditions and a number of drivers suffered from fatigue. Kevin Bartlett was lying fourth when he had to stop for a rest and continued later to finish well down. Sam Posey, who has had a rather disastrous series with his Surtees TS11 retired on lap 50 when in fifth place. The engine blew up mightily and the car caught fire but he got out quickly and the extinguishers saved the car.

Steve Thompson had yet another steady race in the Servis Chevron finishing third a couple of laps down. Max Stewart had gearbox trouble throughout and never really got going. After a pit stop he took fourth place three laps behind. Gary Cooper's Elfin-Repco was fifth.

The final championship positions are: 1. McRae. 40; 2. McCormack, 29; 3. Matich, 27; 4. Thompson 22; 5, Rollinson 21.



John McCormoch's Elfin-Repco won the final Tasman round at Adelaide.

Mays at Donington

The official opening of the £500,000 Donington Collection of single seater racing cars at Donington Park will be performed by Raymond Mays. Mays in fact won the first ever 100 mile road race at Donington in an ERA in 1934 and also holds the short circuit lap record which will never be beaten. The official opening is on Friday, March 16, and the Collection is open to the public on March 17.

Tom Wheatcroft said that he was gratified that Mays had accepted his invitation to open the Collection because of the efforts he had made to uphold British prestige in international racing with his ERA and BRM projects. The first ERA and six BRMs are included in the collection.

Migault's F2 Pygmee

Marius Dat Bo's Pygmee set up will again be running in Formula 2 this year. There will be two cars based on last year's promising MDB17 for Patrick Dal Bo and Francois Migault. Last year there was an abortive attempt to run four cars but lack of finance and totally unreliable engines kept the cars out of the results, although Carlos Pace did lead a couple

Migault has only done a couple of F2 races before but both times finished in the first six. He was sixth at Rouen in a LIRA Lotus 69 and fourth at Albi in a March in 1971.

David Oxton bringing F5000 Begg to Britain

New Zealand Gold Star champion for the past two seasons, David Oxton will be contesting this year's European F5000 series in the New Zealand-designed and built Begg FM5. Constructor George Begg will manage the operation and the third member of the team will be Joe Wright.

a well-known spanner man.

The venture is without precedent for, although New Zealanders have built and raced cars in Europe, this will be the first occasion on which a car built in New Zealand has been raced in Europe. Present intentions are to do the complete series, but Begg is not counting chickens before they are hatched.

He reckons the team will need a lot of good fortune to gain wins, although he pointed out that with Oxton driving his cars, the Begg FM4 last season and the FM5 this season, they had only two d-n-fs. Finance is the big problem facing the team. Begg is looking for a sponsor, but failure to get one will not stop the venture from going ahead. Originally Begg and Oxton proposed to contest the four Australian Tasman Cup races, but with the prospect of the European campaign they dropped out after the four New Zealand rounds, Oxton having been placed fifth at Levin and Wigram.

Oxton hopes to return home in time for the 1973-74 Gold Star series and then do the Tasman series, but Begg has been quoted as saying he has no plans to continue racing after the completion of the European F5000 series in October That, of course, does not mean to say he will not be making plans over the next few

Vallelunga G5 testing

Further to our recent report of Ferrari tests at Paul Ricard it seems that we did Brian Redman an injustice. He took the new Ferrari around in 1 m 52.7 s not 1 m 54.6 a as quoted. This is 1 s off the unofficial best F1 time while the outright unofficial record stands to Donohue in the Porsche turbocharged at mid 40 s bracket.

Since Ricard the Ferrari has also been testing at Vallelunga where Brian turned in a 1 m 10.9 s which compares well with F1 times and the outright record of a relaxed Fittipaldi at 1 m 11.6 s in the last F1 race.

The Gulf Mirage team have also been testing at Vallelunga, with John Watson and Derek Bell trying the DFV powered Mirage. Bell's best time was 1 m 11.8 s but the car had gear-box and handling problems.

Arturo Merzario, Nino Vaccarella and Nanni Galli were trying the latest 2 litre Abarth. Times recorded were around I m 15 s, but Vaccarella induiged in numerous spins before shunting the front of the car, and Galli crashed the car and broke a shin-bone which will put him out of the South African GP.

Beltoise at Mallory

The "mystery" driver in the second works F2 March-BMW at Mallory Park will not be Clay Regazzoni as was originally thought but Jean-Pierre Beltoise It was announced about a month ago that Beltoise would be doing occasional events for March in F2 this year although it was thought that they would all be French events. His team mate will of course be compatriot Jean-Pierre Jarier who has been frightening fellow F2 men with his testing vimes in the last week. Jarier and the Surtees TS15s of Jochen Mass and Mike Hailwood were at Mallory last Saturday on the club circuit and the March was reported to be extremely rapid.

Other March-BMWs at Mallory will be the privately sponsored but works tended car of Colin Vandervell and private entries for Bill Gubiemann, Jacques Coulon, Mike Beuttler, Vittorio and Tino Brambilta, Vern Schuppan and Tom Walkinshaw (entered by John Stanton). Ken Bailey will have his Atlantic 722 entered

by Graham Eden. As well as Mass there will be another works Surtees for a TBN driver (probably Mike Hailwood) while private entries will be in the hands of Andrea de Adamich, James Hunt, Dave McConnell, Peter Wardle and Bob Salisbury.

New Brabham BT40s will be handled by John Watson in the works car (Wilson Fittipaldi will not be there) John Wingfield, Cyd Williams, David Cole and a TBN entry from Fiddlers Three Restaurant.

The only likely GRD runner is Roger Williamson although entries have been received for Brendan McInerney. Hiroshi Kazato, Tetsu Ikusawa and Swiss Jo Vonlanthen. Peter Gethin, Gerry Birrell and last year's winner Dave Morgan will drive new Chevron B25s. Richard Scott has an entry in a new car which will be announced next week while sports our driver Brian Robinson will have his first single seater outing with the so far unraced ex-John Burton Ensign

Sutcliffe and Kuwashima in Shellsport F3 team



Eric Hassell, chief mechanic of the Reystan/Shellsport F3 team, talks to Masami Kuwashima about his new GRD at Silverstone.

Shellsport announced this week two more additions to their sponsored cars for this year. They are sponsoring a two car F3 team run by Reystan Racing. The drivers will be Andy Sutcliffe and Masami Kuwashima. Sutcliffe will be driving the works supported Royale RP11A which will be based at the Reystan premises in London. Kuwashima, who was very fast on occasions last year with a Roystan entered GRD, has sold his old car to John Macdonald and bought a new 373. Sutcliffe's Royale will use a works Vegantune engine while Kuwashima will stay faithful to Holbay.

The team will be run by John Reynolds and managed by Roy Kennedy while 1972's Mechanic of the Year, Eric Hassell, will be in charge of the preparation.

As well as support from Shell the team has also got some backing from Graviner fire extinguishers, for whom Reystan are exclusive agents.

Shellsport's racing involvement now includes the Speed International run F5000 cars of Gijs van Lennep, Tom Belso and Clive Santo, the G1 BMW of Tony Lanfranchi, Nigel Stovin-Bradford's Hillman Hunter GLS and the 20 Escort Mexicos which will be used in MCD's Celebrity races.

Hanson's TecMec McRae

TecMec, a name which will conjure up memories of post war Maseratis and a late 1950s F1 prototype, will be returning to racing this year by aponsoring a new F5000 McRae GM1 for Yorkshireman Peter Hanson. The car will contest the whole Rothmans European F5000 Championship and the team will be run by Colin Lushington-Murray who used to race the TecMec Maserati. The McRae will use Race Engine Services-prepared Chevrolet engines and be based at TecMec's in Cristow, near

Exoter.

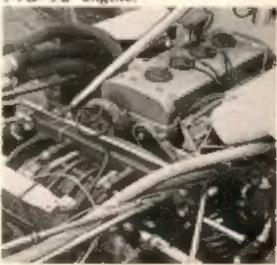
Hanson has been out of singlesenter racing since his successful
F3 exploits in 1970 and in the
past couple of years has had
plenty of success in 2-litre sports
cars. He will continue in sports
cars this year with a new Chevron
B23 entered by Hire International, He will also do some
G2 events with a Broadspeedprepared Escort with John Hanson (no relation). Additionally he
will drive a works G2 BMW
at the Spa 24 Hours again following his success last year.

Williamson tests FVD

Roger Williamson took delivery of the first of Tom Wheatcroft's two F2 GRDs last week and took it to Silverstone last Friday. The car was fitted with an Alan Smith developed FVD engine which will be the homologated version of the FVC which should be allowed in F2 very shortly. This was the first appearance of the FVD in any car. On its first ever run at Silverstone on the Club circuit Williamson got round in 53.9 a which is 0.1 s inside David Prophet's outright lap record. The car was not fitted with the wide nose which is now available from GRD but Roger was delighted with the car and Tom Wheatcroft pronounced on Sunday that the

car would win the championship

The Alan Smith FVC-derived FVD F2 engine



SPANISH G.P. BARCELONAAPRIL 29

The flag has fallen for the start of the Page Tours motor racing season. As you read this, enthusiasts on our first departure of the year are already in South Africa awaiting the Grand Prix on Saturday (March 3rd). It's too late to join them but you can see the first European round in Barcelona on Sunday, April 29th.

LONG WEEKEND - £55

scheduled flight from London Heathrow

We leave on Friday from London Heathrow by scheduled service of Iberia Airlines. There is a choice of two departure times. Three nights' hotel accommodation in Barcelona are included and coach transfers to and from the circuit. The return is on Monday, April 20, and once again there is a choice of two departure times.

ONE-DAY FLIGHT - £27

direct from Luton Airport

This visit is ideal for those whose time is limited. Departure on Sunday, April 29, is from Luton Airport by Britannia aircraft at 07.00. Arrival in Barcelona is at 09.40. The whole day is geered to visit the Grand Prix and to see something of Barcelona afterwards. Return arrival at Luton is 02.00 (Monday).

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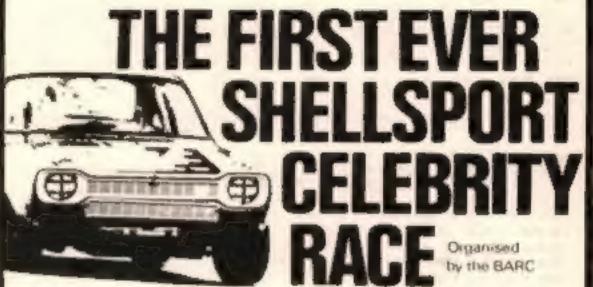
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M & S INTERNATIONAL

Goodwood Motor Circuit Chichester, Sussex.



MCD introduce the first of the Shellsport Celebrity Races, in which the day's race and class winners, plus invited sports and show business stars, each take the wheel of a Shellsport Escort Mexico for a 10 lap thrash. Over the whole season, 25 similar races will be run, to find the country's champion "Celebrity."

This will naturally be the last race of the day, entrants coming from the preceding Formula 3, Formula Ford, Group 1 and Special Saloon Car events. Which all adds up to a thrilling days racing.

BRANDS March 4

Admission: Adults 70p. Children 30p. Stands/Paddock 40p

The primitations into a vicinity of the light widthold mobile by make any administration to the race programme

DIAL IN 01 346-	Engine tune clinic for private patients only. Rolling road testing up to 300 bhp at wheels.		
	ENGINE TUNING and ROLLING ROAD TEST CLINIC	A	

Clan's homologation in G4 challenged

There is a growing amount of opposition to the recent announcement that the Clan Crusader had been homologated in to Group 4, where there is a minimum production requirement of 500.

Gary Taylor of the Mod sports register has brought up the matter with the RAC and the FtA. Taylor states that "the managing director of the company was recently quoted as saying that at present they were only manufacturing one vehicle por day, a total of five per week. Production at this rate will obviously leave them well short of the 500 vehicles per annum."

Taylor's concern for the homologation has gathered considerable support, particularly as other small-car manufacturers such as Ginetta and TVR have been trying to get models homologated for Group 4 for some time. One of the results of getting the Clan homologated in to Group 4 is that it is immediately eligible for the new production sports car formula and Clan have already announced their intentions to run five cars in this series.

Why did the RAC approve the homologation of the Clan if 500 have not been produced? Apparently the RAC don't actually see for themselves that 500 have been produced but obtained a legal document from the manufacturers stating they have produced 500. Apparently to dispute the homologation with the RAC and FIA is quite an expensive matter with legal fees, so it is difficult to see what will happen.

prod sports article last week, it seems that there is a move afoot to make the classes for 1974 modified sports: up to 1150 cc, 1151 to 1500 cc, 1501 to 3000 cc and over 3000 cc. There seems to be plenty of support for the idea, but no doubt it will bring about the usual complaints.



have proved very fast in testing.

Yet more top driver signings to BMW were announced this week. The Schnitzer tuning brothers are to run at least two 3.3 litre BMW CSL coupes in European G2 rounds this year. Their leading car will be driven by Frenchmen Henri Pescarolo Jean-Pierre Jaussaud with Bob Wollek and Walter Brun in the second car. A third CSL will appear at Monza for the Brambilla brothers, with Jacky Ickx and Rolf Stommelen making occasional appearances for the team in CSLs.

More details of this and of other exciting drivers and cars for the forthcoming Group 2 season can be found in our feature on page 31. Also announced in that article is a proposed big saloon race at Brands and the introduction of a new silhouette formula in Europe, which is hoped to become Europe's version of NASCAR racing.

The threatened strike by railwaymen, scheduled to take place
yesterday (Wednesday), is likely
to affect distribution of this
week's AUTOSPORT. The publishers regret that if the stoppage
takes place, which was uncertain
at the time of going to press, it
could make the magazine two or
three days late in certain parts
of the country.

Rothmans change

Rothmans of Pall Mall are to enter into a new kind of race sponsorship. Previously they have been involved with sponsoring the Formula 5000 Championship, but now they are to enter in to the sponsorship of a car. The car Rothmans are backing is a BMW 3.0 SI which will appear in Rothmans colours of blue and gold, and will be driven by Motor's deputy editor Roger Bell, who established some notable performances for BMW in British Group 1 lest year.

Bell's Rothmans BMW will be entered in all the Castrol and Britax Group I championships, and will be assisted by BMW Concessionaires.

Damien Magee steps back

The latest German Ford Capris being built up in the Cologne works.

Note the revised rear wheel arches, similar to the ones used on the

lotest BMW CSLs. The new Capris, with their 12th and 14th wheels,

Exuberant Irishman Damien Mages was driving his old F3 Palliser at the Brands test day last Sunday instead of the hoped for new Brabham BT41. Larry Sevitt, who was to have backed the rapid Mages with the new car, returned to larael recently and then called Damien and told him the deal was off; thus what looked like being a powerful force in F3 this year has been look.

However Magee is determined to get some racing in to try to attract 4 sponsor and so has resurrected his old Palliser, which he used to good effect early last year, and will run it with help from JSM Supplies who are garage equipment suppliers.

Doubt over Swedish GP

Rumours are gathering strength that the Swedish GP has been cancelled MCD's John Webb has received a communication from the owners of the new Italian circuit at Santa Monica stating that as the Swedish GP has been cancelled they have been granted permission to pun a non-championship F1 race and would like Formula 5000 cars to be included in the race as well. There is scheduled to be a round in the Rothman European F5000 Championship at Santa Monica on the same date, June 17.

Atlantic Matthews

Stan Matthews, will be moving from F3 to FAtlantic this year. He will have a brand new Ensign chassis using Geoff Richardson prepared BDA engines. The car will be sponsored by Paul Hoskin, the owner of the Wicken County Hotel near Silverstone. Additional backing will come from Accuspilt I, the American company which produce the revolutionary digital electronic stop watch. As well as backing Marthews, Accuspilt will be announcing further sponsorship plans in the near future.

Kent Messenger back Brise

The Kent Messenger, the county newspaper of Kent, is extending its involvement in motor racing this year by sponsoring Kent resident Tony Brise in F3.

The paper has been involved in sponsorship for a number of years ranging from an F5000 race, an F5000 car. Ray Calcutt's Bevan imp and their own special saloon car championahip. They have recently been awarded the MCD Trophy for the best turned out non-works equipe in F5000

in 1972 with Calcutt's ex-Ganley McLaren M10B.

As well as sponsoring Brise with his new GRD-Holbay 373 (he will have last year's car as a spare) they will continue to sponsor the 1000 cc Brands special saloon championship and Ray Calcutt's Imp.

Brise, tipped by many to be this year's man-to-beat in F3, will be entered by Team Kent Mananger Racing for Kent.

Tony Brise tries the new Kent Messenger GRD at Brands Hatch.



Race of Champions: new Brabham debut?

Motor Racing Developments are working flat out in order to prepare their new Brabham BT42 for the Race of Champions at Brands Hatch on March 18. Should the car not be ready in time, Carlos Reutemann or John Watson will drive the current BT37.

Other exciting FI entries include the two John Player Specials, which will be equipped with deformable structure chassis

for the first time. The McLaren M23 will make its European debut in the hands of either Denny Hulme or Jody Scheckter, the works' other entry being an M19

Three Shadows (Follmer, Oliver and Hill), two Surtees TS14Bs (Pace and Hailwood), an Iso-Marlboro (Ganley) and three Marlboro-BRMs, whose drivers have not been finalised, are also entered.

G1 attack

our Group 1 grids this year. Satra Motors will be running two cars headed by their 1972 champion Tony Lanfranchi, who will be driving the Moskvich in Britax rounds and the Shellsport Luxembourg BMW in Castrol events. Other Satra Moskvich drivers are MCD's John Webb and the attractive 20 year old MRS girl pupil who races under the name of "Olinkha."

There will be a separate three car team entered by the Opposite Lock Club and supported by Satra Motors. Group 2 champion Bill McGovern will head the line-up on occasions, and other drivers will be Tony Stubbs, Martin Hone, Paul Emery, Peter Jopp and Chris Davies.

Alfa Romeos

The Swedish Alfa Romeo Racing Team, formerly known as Top Con Racing have put in a couple of entries for the opening Group 2 race of the season, at Brands Hatch on March 18. Bjorn Steenbern and Ragnar Segring will drive 1300 cc Giulia Juniors under team manager Class Feinbaum. If the team can obtain sponsorship, they plan to compete in all British Saloon Car-Championship events.

Moskvich New Chrysler 2-litre

Chrysler have added a new prestige car to the top end of their European range. Developed from the existing Chrysler 180, it is manufactured in France except for the transmission, which is American. The 1981 cc engine is, in effect, a watereddown version of the unit used in the Simon CG prototype sports car. It has a chain-driven overhead camshaft, operating the inclined valves through rockers in an aluminium head. Breathing through a twin-choke downdraught Weber carburetter, it has a net output of 110 bhp at 5600 rpm on a compression ratio of 9.45 to 1.

The new car will only be sold with the well-known Torque-Flite automatic transmision. The independent front suspension is on the MacPherson system while the live rear axle is on trailing arms and coil springs, with antiroll bars front and rear. The steering is by rack and pinion. incidentally, Chrysler make the only cars with live rear axies in France. The big four-door body is luxuriously appointed and elaborately equipped, with a vinyl roof cover as standard

I was able to put the 2-litre through its paces in the South of France, its two outstanding features are the superb automatic transmission and the excellent stability in side winds of gale force. The transmission is unbelievably smooth and, as it was originally designed for much bigger engines, it should last for ever. The stability in side winds

is almost in the front-drive class but the ride is not, for on bad roads the back axle makes its presence felt. In spite of taking 4! turns from lock to lock, the steering is not light when repeated sharp corners have to be negotiated.

The driving position is comfortable and effective, though the soft seats might give a little more lateral location with advantage. The effective gear ratio is raised compared with the 180 as bigger wheels are used. I would estimate that the maximum speed is around 105 mph and the car cruises easily at 90 mph or so. Wind and road noises are commendably low, the Torque-Flite transmission is silent, though the rear axle in occasionally audible. During maximum acceleration, the engine is perhaps a little less reticent than It might be in such an executive-style carriage,

On the winding roads of the Riviers, I found it an advantage to keep the high second gear manually engaged. The brakes on all four wheels encouraged me to have a go, for they were excellent, but the steering and roadholding are perhaps more suited to less adventurous driving techniques.

Chrysler's new 2-litre looks more expensive than Its £1849 price ticket and in England It would certainly impress the neighbours.

BRIEF SPECIFICATION

Car Tested | Chrysler Prints 4-door salson, srine 61,699 10 including tax Engine | Four cylinders 92.7 mm s 75 mm (1931 it) Compression natio 9.45 to 7. 210 bho (net) 2: 5400 rpm Chain-

driven overhead camshaft. Termchoke Grand bages Weber to Durates
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(MODERNI).

 A new high performance Executive version of the 1300 Escort is announced by Ford today. Called the 1300E, it has a top speed of 99 mph and is equipped with a twin-choke downdraught carburetter, a high lift cam and a 4 branch exhaust manifold; the engine developing 72 bhp at 6,000 rpm.

 Centaur Engineering of Hales worth, Suffolk are offering replicas of their successful Centaur Mk 14 F1200/Clubmans car. The prototype, designed by Richard Scott of Centaur, was raced successfully in F1200 last year by David Childs.

INTERNATIONAL DIARY

Pris Farm a 1 round 5, World March 4

Gerario 500, USA (NASCAR) Sounds Rang, Germany

March 13/16
TAP Hay Possible
March 17:28

Brands Hamb, Wate of the Cham-March 25 Value of Lots and Haly Money, Mary (European Cham-

New cars at Brands and Silverstone

Guy Edwards gave his new Barclays and Amoco sponsored F5000 Lola T330 its first outing at Brands Hatch.





JVB.

Cvd Williams went off at Brands while testing Graham Eden's new Atlantic Brahham BT40; damage was confined to the rear and (above). Sid Fox got the latest Huron Atlantic car going very quickly.



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Oscars 7"	£8.93	£6.25
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BOAC Cloth Badge	30p	15p
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Shell T-shirt, sizes: L, M	£1.00	55p
BRM T-shirt, sizes: L M	£1.00	55p 30p
Wiggins Teape T-shirt, sizes: L Heated rear screen panel	£2.20	£1.00
Wet Look Rally Coat. Blue,	12.20	£1.00
Red/White stripes. 5 pockets		
Sizes: XL, L, M, S	£10.00	€7.50
D. 171, 171, 171, 171, 171, 171, 171, 171	210,00	27.00

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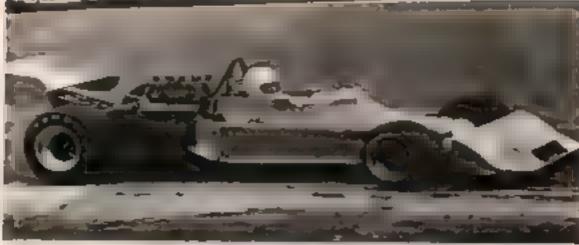
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Development in the Formula Three airbox department the restrictor I ten a te H the engine of Brian Henton's teRD was reversed to present ter and streats of tyre being sucked a non-and fruing the fourth cst nate. A tunber of other engines had free tame system whose all Specia was treatment for the Troian Foun car tubove right. Right Will offen gave his \$2 GRD its host ever outing at Strenstone and bridge and anofficially got under the autingst that circuit lap record (below).







Keith Holland at speed in the F5000 Trojan at Brands Halch (top). The marking to the second of their successful motor shows in Northampton Town Hall on Saturday.



CATCHPOLE

By Barry Foley





N BOLT, RESET THE SUSPENSION,
STATIC WE GITTS AND TRACK IT PUT
THE ENGINE IN LEAK BOX BACKIN, REASSEMBLE THE INHOLE CAR CLEAN
AND POLISH, LOAD IT
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BRANDS ON SUNDAY

Great start to season

Fabulous entry for first '73 all-championship meeting eight packed races for F3, FF. road-going and full-racing saloons - Celebrity Mexico

Make sure you've got a good speciator vantage point for the eseventh race on the programme of this Sunday's first all championship race meeting of the season at Brands Hatch

Why, event seven? Because it's the first Shellsport Celebrity Mexico raco in which 20 identical gaily painted and road-going Escort Mexicos all fitted with Avon Wide Safety GT eyres, will be reced by the overall and class winners and high placed finishers from the preceding F3, FF and saloon races. Book your piace at Paddock Bend now, as the might of single-seater exponents taking on saloon aces on equal terms should not be missed!

Brise-man to beat

Will Tony Brise be the pacesetter in Formula 3? Many F3 expects believe he will be, and his new GRD 373 will have sponsorship from the local Kent Messenger paper group, so Brise



F3 contestants, Tony Brise (left, and Russell Wood (right)

will be all out for an important win on home ground. Mske Wilds for one is determined not to let Brise have an easy time with his new Ensign, nor fellow Ensign driver Mo Harness Not to be underestimated are the new streamlined Marches and judging by impressive testing performances, FF champion lan Taylor and Russell Wood could well score debut wins for the new 733 model Opposing Brise in GRDs will be Massmi Kuwa shima and Australian FF pilot Larry Perkins. Could they spring a surprise? Lombard North Central Formula 3 points are at stake for this 15-lap race, and it promises to be a cracking start to the F3 season

STOP PRESS

Tony Trimmer will be driving a Brabham BT41 in the Lombard Formula 3 race on Sun day, on behalf of the works as part of Brabham a development programme on the car-Trimmer will have Holbay power for this new car



Which one to win GI-Marshall (left) or Spice (right)?

Marshall v Spice

And who is going to start the ball rolling in the revised production saloon our formula? The large controverseal figure of Gerry Marshall is taking the helm of the hair-raising Shell Luxembourg BMW 30 SI - his spectacular antics with it at Brands practice last Sunday were quité amazing-end a similar model will be driven by journalist

Roger Bell. But will the BMWs defeat the Capris? - Formula 5000 exponent Gordon Spice and John Hanson have Broadspeedprepared 3-litre Capris to deal with the BWWs. But another combination not to be underestimated is the \$7 Chev rolet Camero of Richard Lloyd Another struggle likely to emerge is in the £1580 class where Vauxball Firenza (with Denis Throne), Hiliman Hunter GLS (Bernard Unett) and Opel Ascona (Richard Scantlebury) are cand dates for maximum class points towards the British champ.onship



FF regular Bob Arnott (left) and пешсотег 10 Britgin Klamfass (right)

Hache FF start

Will one of the already estabhabed Formula Ford names such as Derek Lawrence, Syd Fox Donald Macleod, Bob Arnott Mike Young, Frank Hopper, Mike Taylor, Doug Bassett or Gooff Lees set the pace for the first round in the BOC Champronchip, or wall one of the many new names which appear on the crowded entry list take over the running? New names such as Ted Wentz in the works Elden, South African Roy Klomfass in a Royale RP16 and more Royales for Eugene Griffin, Pat Gedsden, Willheim von Tiejen and Alo Lawler-will any of these obscure names usurp the start from FF this year? We should be able to tell by Sunday's BOC race

So large is the FF entry that apart from the 12-lap BOC race, there are two other non-championship FF events for the next 40 festest. There certainly should be plenty of action from that lot

Imp-Mini battle

There are great prospects for a thrilling battle in the liktre special sulpon race, between the Imps of Ray Calcutt and Alistair McHardy, and the M nis of Rob Mason, Peter Baldwin and Roger Saunders. In an

equality well-supported over I htre special saloon race, watch out for the full racing Minis of Simon Ridge, Ian Bax, Terry Harmer, Bernard Bird and Alan Jones, challenge the over 1300 cc contestants, the favouriles of which are Dave Millington's ex-Gerry Marshall Vauxhall Firenza and the Escorts of Tony Sugden and John Pope

Our predictions

There we have it, eight actionpacked races at Brands Hatch this Sunday, with practice in the morning. It certainly promises to be a great start to the championship season and the first race at this BARC Surrey centre meeting starts at 2 pm. Admis 510n is 70p

So who are going to be this year's gational championship pacesetters? Our pick for winners are Tony Bruse in F3, Gordon Spice in G1, Syd Fox in FF and Ray Calcutt and Terry Harmer on special saloons—see if we are right by going to Brands on Sunday

F3 Javourite, Tony Brise



Rallycross antics at Lydden

With their Wills Embassy rallycross championship ended, TEAC are to stage a non-championship rallycross event at Lydden on Sunday, and again most of the top exponents will be there, in preparation for the European rullycross champlonship

Can Embassy champion Don Gilham conclude TEAC's winter series with a win? Obviously Don will be keen to do so with his Mins-Ford t/c, but he faces a strong array of opposition Runner-up in the series Keith Ripp has his Ripspeed Mini and the hair-rassing Hugh Weldon is entered as well-nudge, nudge, say no more! But if the conditions are dry, the Ford Excort drivers are firm favourates, like last Lydden winner John Taylor or Stormont entered Rod Chapman or Ron Douglas.

There certainly promises to be lots of action at Lydden (seven miles south east of Canterbury) on Sunday. The fun starts at

1 15 pm.

Clubmen's at Silverstone

Aimed as an attraction for clubmen and their cars rather than for the spectator, the Midland AC have the first of the Silverstone clubmen's meetings on Saturday, featuring specia, saloons, sports GT, FF, libre, Mini 7 and Mini Miglia. First event starts at 2 pm

Jumping for Joy. Hordes of FF competitions elect another frantic season on Sunday.



Roger Clark and Jim Porter scored a fairytale win on last weekend's Mintex Dales Rally In their 2-litre Escort RS1600, entered by Esso Unifio. They finished the 32 stages only 34 s ahead of Will Sparrow Nigel Raeburn In their Martins Group Firenza fitted with new 2.6 litre engine, creating much promise for the marque and giving enthusiasts the feeling that we might, just might, have in our midst a Clark beater. The other competitors stood no chance against this mighty pair, though Peter Clarke drove hard and consistently for third place in his new Stlentnight RS1600 and Bob Bean drove his old Escort TC as hard as he could to beat his Yorkshire rival Eric Jackson.

The de Lacy MC of Pontefract provided stages with a matture of the forests for which the country is famous, combined with the infamous airfields and certain private Venues for their Seven Dales epic. The RAC in their wisdom have stipulated a minimum of 100 stage miles for their championship qualifying rounds, and the Dales organisers found they were able to double-up on a number of the airfields in a way which provided the basis of a rally, based on the Serby Fork Motel. The length of the route demanded an event of around 18 hours, and s the start was arranged for Friday night leaving Saturday night for more relaxed act vilies, with results and prize-giving forming the major attract one

By rights the rally looked as if Roger Clark was going to suffer a max mum penalty just after the halfway point when his Escort stopped in the middle of an airfield test at Womb eton. The skew gear at the end of the distributor drive had broken off and the car lay immobile for over a half hour whist Norman Masters and Denis Featherstone rushed across the special stage to make H work again. Without any real enthusiasm, Roger set off again, duly completing the following stages and ultimately blocking in at the lunchtime halt-seven minutes late-to learn that the test had been cancelled after a land-owner had blocked the route, it seems that part of the arried had been sold very recently and the new owner not aware of the raily, and the end result was that Clark was still in the rally and determined to win Those road penalt as closed the positions up. especially after a determined run through the daylight Yorkshire forests by Sparrow Clark's failure was very rare, and his only trouble The car was using bigger, 50mm carburatters for the first time, which offer the increased power that fuel injection provides and improves the slow-running performance, where fuel injection engines fall down. He had the usual range of Duniop tyres, from the racers which provided a hair to sing aight for those behind him on the night-time Throfom stage (two wheels in the air are lurid enough in the daytime, but terr fring at night), through the Dis on to M-S tyres, either of M.



Roger Clark, seen here at the Wykeham Forest stage won the second RAC raily tound

MINTEX DALES

Clark's lucky win but Sparrow shows immense potential

By MARTIN HOLMES

Pictures by HUGH BISHOP

pattern or the new enow pattern with suckers on the bricks rather like on the Goodvear andw tyres, but individually larger Reger was caught out by snow on the two Stang forest stages using wide knobbly tyres as against others who had been make enough to have the chance of changing to more suitable tyres. In point of fact the results of the raily did not materially depend on the snow at Stang since Will Sparrow also had the wrong tyres but a comparison of times on these two short stages is striking

The way the raily did after was that Hibbert's afforts produced a badly bent axis on the Clarke and 5 m san Esc of which in turn ted in a broken spring and ther triub as and removed the eratwhile taxi driver from contention. Be that as it may, Hobbert can at least boast that he took over a minute off the great champton in four miles i

Like Clark, Sparrow swopped over to what again proved to be the wrong tyres at ingleby, the next forest stage. The reason why these in stakes occurred was that both Stang and Inglesby were out on predominant ombs from the rest of the route, and this provided service troubie. There were instances of wrong tyre choices on the Church Hill stage near the end of the raby, which when tackled the first time through was hard and good for any type. As cars made their way across the hills in East Yorkshire down to Church Hal for their ascend test there, the rains suddenly descended, and what had the right before been hard was now extremely shopery. Peter Clarke made perhaps the most important error here, ending up with a time of 199 pens as against Roger Clark's 149 Basically the task of choosing tyres was made simple by the organizers by a sheet within the official service crew pack stating which surfaces could be expected, though there was an error on the list for Stainton, leading to a quantity of crews tacking an icy loose track on road tyres

A raily won by Roger Clark is stale news, but a rally where a Vauxhall came second, beaten only by the RAC Rally winner is big! After unkind but factual reports in recent weeks on Vauxhail activities it is our pleasure to state just how well the 1970 RAC champion went in his Firenza. This car, producing 160 bhp at the wheels, must have been the most powerful car in the rally It was the first time it had appeared in 26-litre form, this being achieved by the use of an ord nary 23 block with a new grank, rods and pistons from Blydenstein, which Sparrow assembled at Studiey. It is the first time such an engine had been used, the racing 2.5s being similar but based on the 2.0 block. Will reckons the car has been developed to the maximum extent which the specification of the transmission will reliably tolerate. The

Will Sparrow (2 & Firenza). 1970 RAC champion, was Clark's only close adversary





The Eric Jackson/Tony Viles Escort, which finished fifth, is seen on Dalby South.

Snowman retirement was a hard-tuck, one-off failure caused by a porous bore in so. 4 cylinder. Sparrow's RAC effort was no fluke The Martins seem intend to win their railies, and but for the Wombleton affair they would have won this raily easily. The only trouble was persistent oiling on one plug, bubbling from the overflow pipe which led to an unnecessary radiator change at Flask Inn. the tunch balt, and a heary excursion at a deceptive bend well known to Ove Anderson

In Dalby

What of the rest of the antry? Escorts provided the numerical strength, as cualomary, platting with Frank Pierson, the DTV road driver, in a 1.7 Eacort RS in which he was best British private driver on the RAC and Mike Hibbert in the Clarke & Simpson 18 RS, formerly known as CSI, but now languishing in the anonymity of LYX333K With the car nearly one year old, a new one is being prepared for the Granite City and the Wolsh. Jimmy Rae was the highest seeded resident Scot (Hibbert himself was Scottish champion air years ago); Adrian Boyd took over number six when the organisers gathered that Dawson could not come, this being the Lombard and Ulster team car which won the Galvay, despite the subsequent discovery that a head gasket had blown six stages from the end. Dawson later caused confusion by stating he had every intention of coming, but then he went practising at Bagshot, did rather too much damage to his Willment Mexico and non-started after all. Cohn Malkin never appeared and so Peter Warren drove Mike Rogers' own Escort TC in the vacant no. 7 spot, whilst 70 miles from the start Tony Fowkes' Cables & Components RS1600 seized the oams on a borrowed Lievesley unit, after the unit Lievesley was building did the same! Tony then mede for Spain to recce for the TAP, Bean's Escort TC had been lying idle mace last year's TAP, and with all the Ford Sure Service Garage happenings very little was done to the car before the Dales. Eric Jackson's four year-old Escort was still 17 RS powered, though Sean Campbell had its Boreham loaned 18 unit, Bit Taylor came hoping for great forest fun, though his rully ended down that Daiby firebreak with what was reported as a broken Jack Knight gear box. Peter Clarke's Silentnight RS was on its second outing, while Russell Close had the old Clarke & Sampson team car Hammie Hannah entered a Clan he has not even ordered, and appeared instead in a blue RS1600, whilst the treat of the local Yorkshare Escorts was Steve Howard's new

Crystels of Hull R\$1600 Ian Harwood fa led to start in the Rover-powered car due to e ectrical trouble, whilst Paul Faulkner resorted to his old 1972 1.7 engine unit in his 1973 car.

The non-Escorts were surprisingly namerous, with Tom Seal's 6-port Mini squeezed at number 5 when Fowkes dd not come whilst power-crazy Jack Tordoff felt under privileged with his old, but immaculate Saab Fidler had the Withers' Datsun 240Z. Ph ! Cooper the ex-World Cup Mini, but auffered a panic over his navigator who did not appear until a ha f-hour before he was due to leave, and at 20 was Colin Grewer's ageing Volvo. complete with motoriet journalist Fred Game in the passenger seal. Chrysler was represented by Robin Eyze-Maunsell, who is completely enveloped in his passion for Imps his old G5 car was repainted white and he started the rally with the feeling he was at last breaking through the mental barrier and about to join Makn and Cowan on the other side Mark Perry entered the Middlesex CAC Imp, supported by Secure Insurance brokers, whilst Alan Conley appeared unexpeciedly in the Triple C Clan Crusader. The most prominent non-Ford participation came from Vauxhall, with Firenzas driven by Ron Shipp (Thompson's of Hall 23), Peter Thompson (Harold Thompson & Sons 2 3) and many others

The mixture of the initial stages was typical of the Dales. Most were short though the test at Throlam, once known as Holme on Spalding Moor, consisted of three laps of a perimeter track. Roger Collinson was only timed for two laps, as indeed was Pat Ryan in the Rally Centre Mini, though eventually Pat's navigator Mike Nicholson had the error corrected. The farm track at Fair Oaks was mainly turmed, though Ron Shipp went off for a minute on the short loose part. Mike Hayes' 1800 Escort TC retired with a broken gearbox shortly after Throlam after a flier time there, and Elvington brought trouble of a different sort, for three important drivers-Jammy Rae, Harold Morley and Hammie Hannah—all incurred maximum penalties, the former two apparently for missing arrows in the darkness and the latter for going off Hannah started the test one behind Roger Clark who treated those behind him to a beautiful swirl through the curves; when Hannah tried to emulate him, his Escort finished up off the track and in a field!

From South Yorkshire there was a long main road haul up to the army lands in the

Catterick region, mainly tarmac except for Stainton At the stage actually in the Cattemak camp Peter Clarke lost a fan belt which the driver changed whilst Seal's Minc broke yet one more of veshalt in its life. At the end of the feldom stage the route headed over the hills towards Stang, and suddenly drivers found themselves faced with the snow. Among those who m seed service points were Geoff Birkett in the Vegantune TC who did the stages on racers and Frank Pierson who had Dia, whilst numerous well-known crows went off Russell Close lost 5 m, and then had his throttle cable break twice, whilst Eric Jackson and Charles Eveson were just two to sixther momentar ly off the track

The Stang stages brought the night section of the rally to a close, for all that remained was a run down the Al to Londonderry for the breakfast halt. It had been a depressing night for many, for Adrian Boyd who had tetrible trouble spoiting the arrows on the sirfields, for Pip Date who suffered a head gasket failure on his Star Cars of York Escort and had to retire (untike George Beever who applied sealer and kept going) and Antione Lural who had his acreed p pping out on the Satra Moskvich and retired Paul Faulkner had trouble with his gearbox which stuck in gear, whilst Bob Bean changed another half-shaft to that which he dealt with the night before the rally

from Londonderry, crows drave eastwards into the rising aun over lowerds Ingleby. The sun was brigh when the stage was opened and the stage was in perfect condition, it started with the railway atraight where one day an enterprising organiser will time cars through speed traps. Clumbing up the hill the cors were plunged into brillians sunshing and tyres gripped a bone-dry surface. This set the pattern for all the Yorkshire stages, blinding sun around sudden corners and surfaces which were rare in their excellence K lburn provided the run of the line for Colin Grewer and Ron Shipp, a bad excursion for the first and a roll for the second. Then came the Wombleton (an Incongruous section within the forests, and the scene of Roger Clark's remarkable good fortune) and the great Cropton forest. The most fund violence was when Robin Eyre Maunsell rolled his Imp int a ball, and it took 50 yards to reduce the best rally Imp in the country to screp John Brown, the helpless passenger, put the crash into the category of one of the worst he has had, equal to Alex Bieber's departure over the edge on the Geneva and Pip Dale's

Let John Willment put you in Mike Crabtree's place.

As a driver Mike Crabtree has tucked a fair old bunch of successes under his belt. Driving both Ford Escort TC's and R S 's

In 1969 he was the overall winner in the up to 2 litre class in the R A C. Saloon Car Championship

The following year he became the Cambbean champion. Then in 1971 Mike took 3rd place in his class in the R.A.C. Saloon Car Championship against a lot of works and works supported opposition. And took the Class lap record.

This year he's already taken the class lap record at Thruston and will end up being fourth in his class in the Wiggins Teape Paper-chase R.A.C. Saloon Car

Championship

His R S, 1900 has a full 1930 or B D. A lengthe
transmitting its 250 b h p, through a Z F, five speed
gearbox to a German back axle. It has discs all round, the
fronts being ventilated F 1 's—essential on a car capable of
145 plus

14

if you want a Ford converting to any specification and then keeping up to scratch, you couldn't come to a better place

Not only for racing either. Mike Crabtree and his John Willment mechanics have just built a Group 2 R S. 1700, which is to be sponsored by the 'Who' pop group and driven in international events by Stan Griffin

And they don't only work on such exotic machines.
Already this year they've prepared two Group I
Escort Sports and a Mexico for rallying. And prepared
another Mexico for Group I racing

I hey have the biggest range of Ford A.V O and performance parts in the South

And they'll be more than ready to talk cars if you think they can help you, and we give discount to club members

Or if you'd like advice on a specific problem or you'd just like to know a bit more about the Willment service, you can write direct to Mike Crabtree, fill in the coupon, or ring Peter Watson or Martin Baron



multiple oil on the Weish Marches fir keet crashing and bunging so long you wondered if it would ever stop and if so what would stop it." John recayed

After those in case the Daby complex of stages. Seldoen have they been potentially as fast. Byan's run was ruined when a throttle broke on the long Dalby South test and he had a max num penalty, which in the intense compact in was threst nough the make it sees less in a not Adrian Boyd stopped between stages with gearbox trouble and a starter mutor falling off whilst Jimmy Rae retired with an ill sump gask the war ar Reel at me and ellist rolled on a straight and found on the wreckage a ball ok sarnes at no. Mi retited at Dalby South with differential broken on his Min Conner Si-The open miorland stage at Langda's saw the end of Hibbert's challenge and at the final stage of the manna, Harewood Dale

Terry Hals new Imp was totalled on hitting

some ogs end on F ask Ion was the Incarring for the lunch halt, a place so cold and windy one wondered how man con d survive there. Sean Campbell was reporting that he had lost third gour and Spair wis min were handled the radiator. The others hastened into the cafe for as long as they could.

Two more forest stages were left, with a tour of most of the airfield and farm sectional visited earlier the previous night. Two forests were one too many for Tordoff, whose Saab had a dead short when the spare wheel currier touched the battery, whilst Appleby and see at smooth the Collam active of the height of a see bozzard missed and are and went round to circles finding the route tourn to the materials and the route tourn to the san had been out.

At Church Hill where many crews misjudged their tyres after the rain fell. Richald Metcalfe had his Escort geathout sam and the stage from the end Mike Davidson's Vegantune Escort lost its first gear. For the fired crews the airfields were out of keeping after the enjoyment of the forests, but then this has for years been the character of the Dales. This year the tiredness came in the middle of the Lates the day rather than in the middle of tough night road sections. Eventually the survivors arrived at the final stage, performed as best they could for the hundreds of spectators and made their way to the finish. It was very shortly after the promised hour of 10 pm that the results were eventually posted, and apart from Boyd whose penalties were wrongly added and Pierson who attracted in second of the penalties were the second of the penalties were wrongly added and Pierson who attracted in second of the penalties they were the second of the penalties.

Reser Combine Porter 620 Ford Excest #51000"

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5535 for Other are maken track as before a Carb



Blizzarde and snow made the choice of tyres important. Conley Dunn (Clan Crusader) finished thirteenth while (below), the Clarke Moson Excart chased home the buttling Clark Sparrow dua



In 1972, the John Player Special gained the eighth successive Championship for Girling-equipped

That's impressive proof of Girling safe-stopping power and sheer dependability. Braking systems that can stand up to the fierce demands of G.P. racing are brakes to breed confidence - just one of the

equipment

And good reason for making sure only Girling genuine replacement parts are used for servicing your car's Girling braking system.

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-the Championship brakes



correspondence

Club racing review:

At last a really provoking piece of journalism In Autosport I refer to your editorial in your edition dated February 15

It was an interesting start, the way you admitted to such a large amount of criticism by telephone of Ian Titchmarsh's account of club racing 1972 but it was a pity that you had to spoil it by criticising the people who felt they had something to complain about The fact that they made their feelings known to you about your so called "detached comment" should be good enough. Person ally, I feel that If you continue to publish that kind of comment which can only be described as being downright rude and offensive towards those competitors who are forced by financial reasons or otherwise to compete in the cheaper forms of our sport, you are treading on dangerous ground, Beware the credibility gap!

I have no axe to grand as far as lan-Titchmursh's factual account of Sports-GT racing is concerned although it would have been nice if you had published the results correctly at the end. I do object strongly however to his first sentence. This is a CLUB racing formula and it should be reported as such There can be no comparison between the regular GT competitors car and that which is run on a budget of about four times my salary However, most of the GT competitors turn up at every round of the championship, win or lose, often in the face of awe-inspiring odds-(ask Brian Baker about rebuilding the back half of his chassis in a week's worth of spare time).

I won't go into the argument over the ack of coverage of the 1300 cc class-that was covered by Mark Cole last week but why do all reporters persist in being to disparaging about Sports GT racing? I've been forced on two occasions this season to watch GT races, and with as unbiased a view as possible, I thought it was good racing to watch. Watching Lynda Thorne and John Calvert trying to outbrake each other on the limit at Woodcote, or Jeremy Lord's incredible control in the streaming wet on alicks are among a host of memories of last someon and I'm sure there are a few speciators who remember three and a half GTS striving at the Mallory hairpin at the same time on the last lap.

Finally, rather than decry Sports GT racing why not be less unfair to us, and give us the credit that is due to us. After all, we survived the F100 onslaught which was nimed at us rather than Clubman's racing and we are part of the very basis of true club racing and have been for years. The fact that few of us contemplate the chances of leaping into an F1 car shouldn't make us automatic targets for your criticism. If it wasn't for the true club racing driver you would have precious little to write about RAF FINNINGLEY, YORKS. LES AYLOTT

We asked for it...

In reply to your editorial of February 15, 1 suppose I must be one of your "heroes." On reading Mr Titchmarsh's article my first impulse was to pick up the phone and demand to speak to the Editor, but of course after a while common sense prevailed and things not back into perspective

The problems with a Seasonal Survey began after the recognised front runners have been dealt with and while agreeing with Mr Titchmarsh that it is very difficult to mention everybody, one is still left with the impression that certain "end of senson wonders" and "local lads" are included and once started it is very dangerous to stop until everybody who sat in a racing car during the season has been mentioned

In my own case, I do not consider I exactly sot the track alight and consequently did not expect to be mentioned but when other Palliser drivers (there are not that many) are, none of whom did anything in particular, it does make my three wins in a month stand out a little bit more Sob-section; first tenraces run with an Escort distributor cap in place of Cortina one lent to a competitor; moral sod everybody else Last ten races not done due to Bank Manager fatigue, moral have a soccer star's picture on the car

incidentally, I've realised you might as wellstruggle in F3 as FF so I don't expect to feature in your Formula 3 survey this year

SWINDON TOWN ALTOMOBILL STAVE COIN RACING TEAM, WILTS

... and got it!

I am a FVee driver, and after reading the Club Racing Review on FVee, I am shocked you would print such a thing. Why pick on all the small clubs? Just because we don't have pretty cars (they are pretty to us) and no one has been killed, you think no one else ikes them or they are not interesting to watch. Well I must say you haven't been to many FVee meetings

This formula is a cheep formula, how do you expect us to keep that way if you want to see pretry cars with big tyres and fast engines (comember things like that cost money) and not so notsy (you can always get earpluge for our race if it bothers you that much)?

I suggest you stick to writing about hig. fast and pretty cars, eg F1, F2 etc and leave the clubs slone. Give the job to a man who watches the club racing, and can help by making the coverage more interesting to read

1st G Meek, runner-up M Bailey, you even got the final result wrong, for Bruce Venn is the runner-up, and he not a cup to prove it. PS I would like to send the best of luck to F4 and any other club that was degraded by the awful article.

MILTON KEYNES, NORTHANTS M WOODMAN

Support for J.M.A. Nobody and . . .

I find your magazine very informative, and with some belp from Peter Lyons, very, very enjoyable Particularly interesting was the letter in the February 15 issue on the popularity of Jackie Stewart by a Mr Nobody a real shot in the arm for my 1 am an ardent fun of "Superscot" and hate to see anti-Stewart articles with complaints of his fight for safety on the circuits and his nonappearance at our British non-Championship FI events

As far as circuit safety goes no complaints can be justified as far as I am concerned I would like to see Jackie more often but I think he is under no obligation to appear before us in these non-Championship events As he gives more value for money at our own Grand Prix than any other driver I would like to finalise this letter by saying too many so called "funs" complain about this sort of thing yet do not realise how spoilt we are in Britain, seeing no end of F5000 events, and these occasional Formula 1 and Formula 2 events, not forgetting the very popular Group 2 sa oon car races

So before these "fans" send in their complaints I hope they think about the comparatively deprived enthusiasts brond who probably see only as much as four of these top class races in a year WILLIAM SMITH SHEFFIELD, 5.

. .Jackie Stewart

I would like to congratulate I, M. A. Nobody on his excellent letter which I read in last week's AUTOSPORT Despite the correspondence I see in your magazine, I fail to see how anyone could dislike Jackie Stewart because he tres to make motor rating safer I for one am quite prepared to stand in the mud at Brands knowing that the money which could have gone to speciator facilities has gone to making the track safer for the drivers.

White I am writing I would also like to wish Jackie Oliver the very best of luck for the new season

HAYWARDS HEATH, SLESEX GUY WHENCH

Home with STP

After having read Robin Rew's letter about oil additives I feel that I have to write about my experience as well. In my case it concerns STP Oil Treatment

In 1971 I noticed a noise in the engine of my Fint 125 which I traced down to a camshaft bearing I added the said oil thickener and within 500 miles the noise had disappeared and never returned

Half a year and 15,000 miles later I was in Germany where a Frat dealer put in a cross-flow instead of a full flow oil filter and within 200 miles I heard the most horrible main bearing tick I had ever heard in my life. There was hardly any oil pressure left but I had to take the car to Holland. After replacing the oil filter, I put in two tins of STP and started for Holland

After 350 miles of careful motorway driving the noise had disappeared, After a few miles of town driving in Rotterdam, though, it came back but I made it home—thanks to STP!

PS I have no connection with SIP at all JOHN H W RULLARSDAM

ROTTERDAM, HOLLAND

500 Clans ?

I have read with interest Robert Fearnall's article on "Production Sports Car Racing" and in particular the Eligibility List

it becomes immediately apparent that this championship will be reduced to a complete farce if the specialist sports cars are admitted.

The Homologation form clearly states that 500 cars must have been produced and not that it is possible to produce them in the twelve consecutive months.

For this reason I now await the outcome of the latest controversy which has arisen in connection with the recent application for eligibility by Clan for the Crusader HORLEY, SURREY. R. P SCOBLE

M. L. RICHARDSON



MGB Mk III, 1972, 10,000 miles, 1 owner. Fitted radio and overdrive. Rostyles, SPs €1245

MGB Mk IIs, 1970/71. Choice of 2 excellent cars
Both fitted overdrive, numerous extras £1045-£1195

MGBs 1965/1966/1967. Choice of 3 cars. All fitted with overdrive and various other extras. Prices from £475-£665



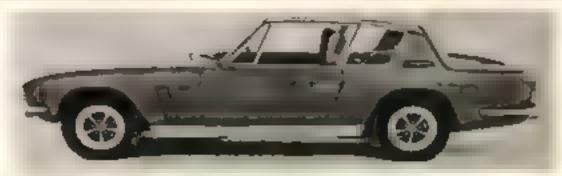


Austin-Healey 3000. White, red interior, overdrive Matching works hard top/soft tops, Motorola radio, extra instruments, subject to recent £130 overhaul, luggage rack and spots. Extremely original condition ... £865

MGAs, 1600 roadster. Red, black interior, wires £

MGA twin cam roadster. Fitted 1600 engine . £245

MG Midget 1965, Vgc £275, Mini Cooper 'S' 1275, Service history £395 Triumph 2000 automatic, 1968 Rover 2000 TC, 1967, Vauxhall Firenza 2000, 1972, 1 owner, 9 600 miles, Radio, HRW, £1075, Mercedes-Benz 190SL, Hard and soft tops



Jensen Interceptor, 1968 (Nov). Californian sage green with black leather time. 2 owners. Automatic, power steering, HRW, Sundym windows, radio A truly outstanding example £2495



Lotus Elan Sprint, 1972, DHC, Gold Leaf colours, 1 owner, 7 600 miles in pristing condition £1665

Lotus Elan Sprint, 1972. DHC. Special paint finish (Mono). 1 owner, 10,500 miles. Sundym windows Radio. Naturally superb condition £1665

Lotus Elan +2, 1968 (G), Radio K/o, servo £1095



MGB GT Mk II, 1971 (May), Bronze yellow, black intenor. Fitted overdrive, 8-track stereo, HRW, Radio, Rostyles with latest Dunlop D70s, Only £1275

HIRE PURCHASE AND PART EXCHANGE, BEST HP TERMS AND INSURANCE.

MAIN AVENUE, MOOR PARK, NORTHWOOD, MIDDLESEX NORTHWOOD 25161 To get to the land of the Sweden, we crossed in one of their boats-the Tor Line Hollandia -from Immingham to Gothenburg. It is the first time that I have used a boat for that journey since the mid-1960s and I was very impressed with the smooth, aseptle nature of the crossing. Not only did they have a lift to take you and your baggage up from the car deck to the cabin deck, but there was a full grown souna, a 24 hour cafeteria and an excellent bar all of which we patronised during the 24 hour trip. The other had of "we" was Andy Dawson and the W ment Ford Mexico for that young man had persunded me to go and help him make his Mexico debut in the specially organised Ford Mexico section of the Swedish Rally. In such elevated company as that of Ronnie Peterson Torsten Palm and Reine Wisell, we were destined to shther round the second loop of this World Championship event for a Ford donated prize fund which equalled that of the main rally itself.

Until the moment that we arrived in Sweden, its wooded central part had hardly seen snow in the course of the mildest winter for many years. As we drove into Karlstad, the rain which had been falling turned to snow and by morning, most the special stages were blocked Of course, we British optimists didn't credit that so much could have fallen in one brief night so off we went shortly after the crack of dawn to recce some stages if I tell you that we had wide tims with part worn SP 68s you will realise how it was that an hour and a half later we were back in Karlstad knocking on the door of a tyre distributor. For the raily, our specially selected Goodyear anow tyres were given free and we now drew upon our supply of six in order to be able to move at adon the stages. Now came Mr Dawson's first nusty surprise as he met the socialist ideal at work for, although it took the two Swedish fitters less than 15 m to strip, fit and balance six wheels and tyres, the cost of labour was a more £14

Anyway the thin section Goodvenra were a vast improvement on our original equipment and we did get up 'and down a few of the stages though some were not ploughed out until the day before the rally and we were reduced to borrowing notes from Ove Andersson and Piero Sodano after they had retired Our recceing was not without its moments like the almost blocked stage where we had to push Lars Nystrom and his dad in their automatic VW recce car because it was slung so low that it couldn't get up hills which the Mexico took in its stride That's not to say that we didn't get stuck but the only occasion when that happened was when we were turning round and the front end just fell into the ditch. Frankly, without studded tyres, there were few enough occasions when the car could be got going fast enough on these snowed-over roads to get it to leave the road. It was a bit different on the rally when some of the roads had been ploughed and all of them had a large number of competitors over them before we arrived. but during the practice, the car was a rather alow anow-plough

On the rally, we had no trouble at all from the car which was a very good thing as it enabled Andy to start getting the hang of Swedish roads, the Mexico and my pace notes without having to worry about anything else. Even with our friends from Wolverhampton and South Staffs plus Bill Meade with a Boreham service car out helping us, the only things we did to it were to pour oil and petrol in at opposite ends. Our first delay on a stage came when we got stuck avoiding a VW which had failed to make it round a junction right, and we both got snarted up in opposite snowbanks. A hit worse befell us later on when we were faced with an interesting alternative route behind a tree which we opted for its a matter of discretion On that occasion it took three large Swedes plus my own feeble efforts to bodily lift Mexico and Andy back to the besten track The most ridiculous thing however was the stage on the frozen lake which proved to be the most slovenly slither of all. Reme-



RALLY

JOHN DAVENPORT

" Thirty-eight seconds later we were bearing down on the first bend at a speed approaching 15 mph "

Wiself started just one minute in front of us but by the time I got our route book back with the time and the man had started to count us down, he had only made it through two corners. When Andy I fted his foot off the clutch I discovered why for we did not move at all and had to suffer the indignity of being pushed off the line. Thirty-eight seconds later we were bearing down on the first bend at a speed approaching 15 mph Even so we only just made it I spent more time out of the navigator's seat pushing than is normally considered respectable but no one passed us. Tony Pond in the Norman Reeves Mexico later confessed that he had spun more I mee then we had. All in all it was a waste of time as far as rallying at speed is concerned and I think that was my main objection to the whole thing

it was all right if you were Stig Blomqvist with a lot of practice, an early number and a car which suits these conditions perfectly Don't think that I am detracting from Blomqviat's driving performance by saying this for he would probably have won no matter what kind of tyres were allowed incidentally I did ask him after the event if he had enjoyed it and he said that he had but that if given the chance to use studded tyres, he would as with more grip and speed so more skill was required to control the car. The Saab is Ideally to edit the Swedish Sally road conditions as they were the year It to front-wheel drive as I am sure you all know. It has 15 in diameter wheels, and per haps most important, it has the wheels set wall inside nice counded wings. No matter how wide you slide with front or rear of a Snab, provided the power in kept to the front wheels, the car is very unakely to "catch" on a snow bank, for before the wheel reaches the bank, the bodywork is already leaning on the snow and starting to push the car away You could notice the same thing with Jean-Luc Therier's Renault Alpine for not only did the 15 in R4 wheels have the effect of I fring the car up bodily in the air, but the wheels themselves were so much thinner than the usual 13 in alloy ones that the wheels were set back farther in the fibreglass body

It is interesting to find out why studded tyres got hanned in the first place. I am presty sure that there was no pressure brought upon the KAK by the owners of the roads used by the Swedish Rally for I have been assured by them that the rally does much less damage to them than their own trucks However, it is true that there has been an outcry in Sweden from their equivalent of the

National Farmers Union against the damage done to farm tracks and back roads by the national railies. This has led to restrictions on length and number of stude in such railtes as well as the creation this year of a class for studiess tyres. All well and good, but what I can't see is why the jolly old KAK should rush off on a World Championship event with no police or road owner pressure and ban study entirely

The RPA came out quite strongly in favour of a return to study unless, of course, they are banned throughout the entire country for all road uners. It seems crazy to think that callying has developed the studded tyre to the point where it is the best winter equipment you can buy for your car, and then without reason they are banned from a major rally. Apart from the consideration that Rabian, French, German and British competitors are coming from places where winter rathes entail the use of studded tyres, there to the consideration that if a less roaddamaging stud is to be developed, it won't be out of competitions where study are

banned

Finally, I personally fear that there is a tent danger that the organisers of the KAK may be trying to pre-judge the entire question of road safety in winter and the use of studded tyres. Evidently the Swedish government-the many others-has a difficult decision to make whether to continue to allow studded tyres and accept the damage that they do to the fonds or whether to ban them and make winter accidents more frequent. It is no help to them for the Swedish Rally to try to anticipate their choice and then argue that Stig Blomqvist's non-studded performances are so good in comparison with his times on studded tyres the previous year that it is safe for all winter driving to take place without studa-What Mr Blomqvist can do on a road in his Saab when he knows that he one is coming the other way is no good to Mr. Average who wants to stop his Volvo hitting the truck in front of him I feel that it would have been much better for the Swedish Rally to be fully aware of the dignity of being part of the World Rally Championahip and to have left such experiements to the Scandinavian equivalent of the Road Research Laboratory Then next year, if the government has decided to ben stude by considering what happens in ordinary traffic driving, then by all means run the rolly without study and let the Hakan Lindbergs of this world loose with their plastic and rubber stude

Per Ekland ploughs into the shallow anowbank. The Saab does not easily get "caught."



SPECIAL STAGE

Makinen for Hong Kong Rally

Entered for the Hong Kong Rafey (March 2 4) ii Timo Maximen with Henry Lindon to drive an ex Boreham car prepared and entered by Harper's, the ocal Ford importers. Ma or Ted Moorat, with Hurper's director Gordon Fleming, will also be competing Ford's Bill Barnett describes the Rothmans Hong King International Rany as quite a tough event with 600 miles in two days. The proper rally sections take place at night with auto tests and " 's veross feet as during the day. There will be 37 (yes, thirty-seven) Braish Army Land Rovers boost ing the entry this year Timo Makinen won last year's Hong King Rally for Ford

Makinen's schedule for the nex few menths is, to under the bectie and must surely out par D Frost and J. Stewart

on I gether

Starting from the beginning of the year Timo Makinen commenced, of churse, with the Monte until January 25th. The list continues: Jan 27 fee race, In and Feb 2 Arctic Rally, then to Kenya to test threa for Duntio Kenya to test threa for Duntio Feb 22 back to Finland for not ther ice race. This Sunday—Hing Kong then back (you guessed) to Finland before Kenya unce more this time to recee the Natary Ten days after the Safar Makinen should be starting the Moreccan Rally Truly a Flying Fig.

Tulip Rally plans

The 23rd Internst anal Tubo Rally, Round 7 of the European Rally Championship for Drivers will in assicution with the Dutch motoring weekly Autovisia. start from Warsaw on May 2 with the finsh back in Holland in the 5th. In Po and the rally will cover 1800km in the sombern mountain area with 350km of stages. Via Eastern Germany the rally well return to base on the Dutch coast with more stages in West Germany Regulations can be obtained from the Royal Dutch Automobile Club, Tulip Raily, Sophislaan 4 The Hugue

- Entries for the East African Safari Rally are disturbing v few By Monday, Feb 19, only 22 had been received and this time last Monday the figure has only necessed to a total of 27
- Harold Morley has ordered a
 Porsche Carrera similar in aper
 fication to Jack Tordoff's. Reg
 McSpadden the Irish driver
 usually seen with BVIWs is also
 planning to rully a Carrera

Tony Fall —a VW for the TAP



Britain's coving free lance, Tony Fam who now has his fourth contract this year after signing to join the Porsche Salzburg team for the TAP Raily Fall will be joining Harry Kalistrom and the Austrian drivers Herbert Grunste di and Georg Fischer to drive Volkswagen 1302s. Regular co-driver Mika Wood will be partnering Fall. More TAP news next week

Helmuth Bein for Opel comps.

Helmuth Sein who has been in charge of BWW's participation in railies for the past two years and was a very successful telly driver in 1800s and 2002s before taking that post, has just left the Munich factory to go to Russeisheim to head the Opel Sport Department At the moment, Opel in Germany do not compete in rallies officially but there have been signs recentlyviz their involvement with the Opel Automatics on the Monte Carlo Rally - that they are prised for greater things

Have travel — no car

Raily driver with a problem is Finland's Hannu Palin who has sponsorship arranged for the Welsh Raily Only stipulation is that Palin must drive a British car and as no suitable car has yet been arranged, that's the problem

• Cal Withers is to receive spon sorship from Shellsport for any cars be enters this year

WELSH MARCHES PREVIEW

Mexico crews are prepared

This weekend the GP I Ford rally crews awing into action again for the fourth round of the Daily Express Escort Mexico Rally Championship, Herefordshire MC's Henlys Weish Marches Ralls Being the fourth round of the series the Mexico crew who lead the championship at er the rally will win for them selves the quarterly prize A works R\$1600 ""dentical to Roger Clarks" for two stage events during the next couple of months

Only two crews trand a chance of winning this covered prize and they are Nigel Rickey Paul White and Russell Brookes/John Brown who have 27 pts and 25 pts respectively, in the championship to date Current third place is held by Bob Bean Alan Greenwood with 16 pts.

The Henlya Weish Marches will, at usual, start from its sponsor's garage in Widemarsh St., Hereford (142 51)405) The first car should leave at 22 30 on Saturday night to cover the 200-odd mile route which finishes at the Metropole Hotel in Llandrindod Weits

Eric Jackson Don Barrow are first car away in their Service Station, Barnaley entered RS1600 in front of Richard Hudson Evans

and Kevin Gormley to RHE's long awaited, Will Sparrow prepared, Excort RS1600 Organisers' idea is that the faster R51800s will prepare Marshals for the following onslaught of Mexicos, which is headed by N.gel Rockey, Pau-White in their Hoopers, Bristol Rally and Tuning Centra Entered example Russell Brookes/John Brown follow at 4 in their Brooklyn Garages, Inkberrow Mexico ahead of the Bob Benn/ Alan Greenwood example now resplendent in the Ford-Sure Car Service Programme colours as announced in last week's special rtage. George Hall/Keith Wood make a welcome return to the series at 6 in their Charles King of Bedford Mexico, while at 7 is Andy Dawson, competing on his first British event in a Ford with Derek Tucker in the left hand seat of his John Willment (Mitcham) Ltd entered Mexico Stave Webster/Tony Newsum are at 8 in the Hodgsons of Retford car followed by Gillian Fortescue Thomas/Tony Mason in the Wipac entered Mexico, no doubt hoping for better luck than on the Brisiowe a forinight ago, and completing the first ten are Kevin Videan-Peter Valentine in the AVS Garages example

Fritschy and Mandeville for Safari come-back



Bill Fritishy and Viscount Mandeville to complete Portche Safari team.

A surprise Safarl entry was recently received from Bill Fritschy, who, together with another familiar Safari face, Viscount Mandeville, will once again appear in the entrants' list of the East African Safari. Bill won the event in 1959 and 1960 driving a Mercedes on both

occasions.

This time the car will be a Porsche Carrera. Bill Fritschy now owns Chipstead of Kensington selling Mercedes, BMW, Alfa and Lancia. The Porsche is being works prepared in Stuttgart and will complete their team

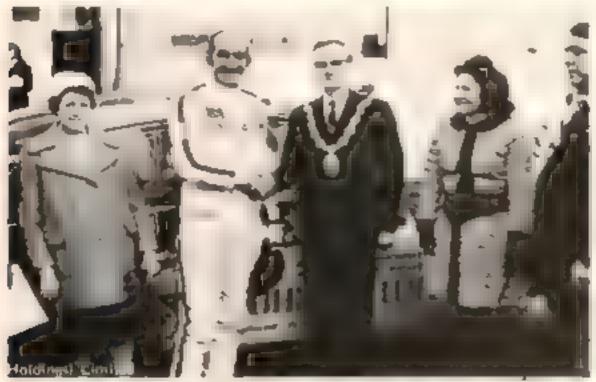
Lancia pull out of World Championship

As soon as the Rallye Neige et Glace was finished last week end, Jean-Pierre Nicolas, Bernard Darriche and Jean Luc Therier left France for Portugal to start receeing for the TAP Rally which is the next round in the World Rally Champtonship for Makes Thus strong challenge by Renault is likely to result in a further increase in their lead in this championship for their closest rivals, Saab and Lazicia, will not be competing

Lancia after finishing fourth in Sweden have decided to pension off the Fa vin and will not be participating in any more World Championship events except those which they think that the Fulvia may win outright. They will have no cars in the TAP and will be concentrating on an entry of Sandro Munari Mano Manucci and Amilcare Ballestried X in a straton and fulvia respectively on the San Marino Rally Then they hope to enter two examples of the Stratos on the Lyon-Charbonnieres for Jean-Claude Andret and Munari and if all goes well, back that up with a similar entry on the Fire stone Rally This means that Lancia well definitely not take part in the Safari despite Marlboro-sized rumours that they would go to Africa

Alroyd sets a new record

Now planning London-Sydney and back



Al with Mr G. Harper, chairman Straud UDC, with Mrs Lees on the left

That intropid 68-year-old Mara thon driver, Alroyd Lees, has set up yet another World Record Sala Drive by covering 4,864 miles in 81 hours 37 minutes in his faithful and world renowned Jaguar Mk IX 1960 vintage car

His drive took him from Stroud in Gloucestershire to London, Dover, Calais, Paris, Toulouse, Rome, Milan, Basic, Luxembourg, Brusseln, Amsterdam, Calais, Dover, Stroud, to cover the E.E.C. Community During the drive, Old Al. a popular figure among the Relly Fraternity in this country, en countered gales, blizzards, fog. ice, and benutiful nunshine (Rome), and at one point (Chiavari) his braking system froze up on him but by some skilful driving on this narrow mountainous road, he managed

to negotiate the treacherous coute to Seatri Lev.

On his sponsored drive in aid of funds for the British Red Cross Society, Alroyd called at the British Embassy in each capital city to get his route card signed

The exercise was organised by Johnny Walker (Holdings) Limited of Tetbury, Gloucestershirs, who paid the whole of Alroyd's expenses to enable all the funds collected to go to The British Red Cross fund at Lloyds Bank Limited, Dursley Gloucestershire. During the whole of the drive Old Al managed to snatch just 6} hours' sleep in half-hour " cat naps."

Plans for the future include a sponsored London to Sydney and return Marathon.

RAC RALLY CHAMPIONSHIP POSITIONS

- 1 Roger Clark Bill Taylor WII Sparrow Mike Marshall Peter Clarka
- Pat Ryan Bob Bean

Opel for McDowell

Peter McDowell is acquiring a 19 litre Opel Ascona which will be prepared as group two and is to be used for a twin programme of home and foreign events Navigators will be Dersk Tucker, Peter Moff with Bob de Jong to co-drive for continental events

Jacobite Rally

London CCs Esso Uniflow Jacobits Rally takes place over the night of March 3 4 Start is from Bob's Cafe, Weedon (MR 133 621601) at 22 31, with the finish at the Wicken Country Hotel (MR 146 744394) at about 06 00 on Sunday morning

The entrants, limited to 120 starters, include the new team of Mick Maginn and Jim Bowie in an 1800 ce Twin Cam Escort Alan Abrams and John Jones, the winners of the Un flow 200 Ra ly n a Mexico: Dave Vandervlist and Tom Bigwood with an Imp who won the selectives award last year and Antoine Lurot with Mildboar Moskvich Twin Camto be partnered by the 1972 LCAMC Champion Navigator John McKerret

Texace Trophy

Lindholme MSC are planning their Impe) '73 Texaco Trophy Rafly for June 9 with the start and finish to be in Don caster Maps 103 and 104 will be used with 50 miles of forest type stages on the route. Reduced cost petrol is also being offered Details from : Lloyd Davies, Rose

Cottage, Station Road, Hatfield, Doncaster, Yorkshire

Valentine

Dunfermbne Car Club's Valentine Rally, scheduled for March 31, a Scottish and Mexico champion ship event will start and finish in Edinburgh this year. The 230 mile route will include 14 stages totalling 55 miles. Details from David Riey 7 Athol Crescent Morriston, Falkirk, 5t clingshire

New C&S car for

Centre Hotels have announced their continuing aponsorship of a Clarke and Simpson prepared car, to be driven exclusively by Mike Hibbert The present car will be used for the Granite City but a now lightweight 2 stre should be ready in time for the Weish The car will receive assistance from both Captrol and Goodyear Co-drivers will be Howard Scott, Henry Lidden and for the Weish Martin Holmes will be co-draving

Dales tales . . .

- Tony Mason has floushed the last three Dales in second. first and now third positions
- Hommio Hannah's angine stopped with what sounded like broken flywheel bolts
- The Clan Crusader needed only routine maintenance to the fanbelt to keep it running reliably It finished easily the best Chrysler powered car
- John Clegg drove Rupert Jones ex RAC 1100 Escort, with its BYRT engine revving up to 8.500 cpm Unfortunately the plastic fan is not man enough for
- Bryan Wood retired the old Morley 2-litre Escort R5 with the rear hub seized
- Roy Fidier drove six stages with the same front wheel as troubted him on the Snowman flapping about
- At breakfast Roger Clark was over a minute ahead of Sparrow. but only 23 s better than Hibbert
- Dennis Pelling rolled at Langdale this year, last year it was Pickering
- Paul Appleby used a Mexico power unit of 1910 cc as his RS unit to not ready after the Tour of Dean disaster
- Dunlops shod the first, third seventh and eighth placed cars exclusively, Goodyears the second. fifth and sixth, whilst Dunlop and Uniroyal shared the loyalties of Bob Bean and Goodyear and Duntop the loyalties of Howard and Appleby
- M.ke Hayes broke his ignition key in the switch at scrutineering quite assumed when that had been sorted that his luck would change, but after three stages he was out
- In addition to Roger Clark's good fortune at Wombleton when the stage was cancelled after his Escort broke down we gather that Roger lost over half a minute

- on the first stage, Mintex, when he spun near the finishing line and had difficulty restarting Timing on this stage was cancolled because of faulty watches Will Sparrow lost the rally by
- · Peter Knchings' Autospeed Recovery Services had many on quiries after the rally
- An interesting Capri was that of Phisp Hale, fitted with a 23 German engine, and partially developed by Clarks & Simpson before pressure of other work forced an end to the idea
- Vicki Lambert once aga n won the ladies' award
- Mike Wood was out speciating on the Dales and found it much saler than competing on this partreular range
- M ke Hibbert's excursion on snow covered SS14, Stang I, was due to the breakage of a rear
- Russell Close finished the rally -though well out of the running and considering the variety of troubles encountered by Russell and John Dolan It is surprising that they managed to the end They became stuck in Stainton, wedged across a bridge with two wheels over the edge in Stang they lost 30 a with a minor "off" and then went on their side on the second Elvington stage and also suffered two throttle cable breakages during their dramatic run
- Jimmy Rae's retirement was caused by a burst paper gasket which allowed all the oil to be fost on a two mile stage, It happened in the middle of a forest stage complex and they borrowed an allen key to remove the oil pump to replace the gasket with a hand cut example. Unfortunately the mysterious service crew (not Rae's) took their key back and disappeared before Mike Malcolm had screwed things together again



Dunlop Formula 70 SP Sport

FRANK PIERSON

"Frank is a driver who always seems plagued with troubles, yet who against all odds is there at the finish to take the glory."



in the noisy world of rallying, the quiet man is often left out of the limelight. One of club rallying a most respected Quies Men is Frank Pierson, a person who passionately enjoys the mechanical and the driving sides to the sport, but who gladly will retire from the limelight on any other occasion. He is a little older than the average driver, but under forty for all that, and his reticence in manner leaves him a forgotten man so far as the average enthuslast in concerned. But his results speak for themselves last year alone he was the best British private entrent on the RAC, he even won one of the two stages at Eppynt against all comers, he won the Tour of Eppynt (the mainland's only serious all-tarmac stage event) finished third on the Manx Trophy International and he came second in the Castrol MN rally championship. And now he has been offered & seat in one of the DTV cars contesting the C/MN series this year, as team-mate to George Hill who was C/MN champton in 1971, and gained what in club rullying is quite a unique opening

Frank hails from the farming areas of North Shropshire. He served an apprenticeship in a local garage, and combined his family farming blood with his mechanical instructs by starting an agricultural business. providing hedge cutters, hervesters, balers and the like to farmers in the area. He moved when he married to his present home which is part of the huge Ash Manor estate, where his garage is alongside his house, something which makes the lonely life of a rallycar builder a little more sociable than usual. His business has often seen a shift in emphasis. for his contracting side gradually gave way to the maintenance of locries, something which recent registation but rather beyond his reach. and then he took on car maintenance. With

and then he took on car maintenance With the interest that has accused from his rallying, he is branching now into specialist preparation work, under the name "Pierstune" and although body jobs provide most of his income he has an envishe reputation in his locality for careful engine building. His interests in sporting cars have been

with him for many years, either in a practical sense the went down to Brands Hatch to drive one of the Cooper Car schools F2 Coopers under the guidance of Ian Burgess) or when funds permitted nothing else, just watching the others. The Cooper school was run on a "you can continue until we reckon you are too dangerous" basis: Frank kept his nose clean until his money ran out. He has always liked the idea of racing, when rallying starts going wrong, he thinks even now how nice it would be to head for the broad open concrete and have a go. He often wonders whether he is not in reality a frustrated racing driver he feels that his talents lie in tarmac driving, which road rallying of course is all

He acquired a four-door Cortina GT in the mid sixties, and with a local friend Mick Barker he entered his first rally A whole way of life began. He moved on from the local

events to the Motoring News level of event and with David Cowell put up some fine performances in the semi-expert clusses, Indeed the writer recalls a Rally of the Plains one year when Frank at number 41 was only the sixth driver through the point from where he was watching He entered the Cambrian Rally and went very well, but the occasion was spoiled when a zealous (jealous?) reporter stated that Pierson's times were obviously errors. He scored an impressive third on the Tour of Eppynt, the last time this was held for several years, in this car, with all his rivals in much more powerful Twin Came Colin Francis came into Frank's life around this time, although his initial outing, on the Bristowe of 1969, was notable for some drastic emergency measures, involving a gatepost by the driver. The team of Colin and Frunk was however comented together later that year, after Frank had gradually turned his car into a two-door Lotus Cortina, and their next major event together was an epic known as the Bolton. This rally was the last major event this club held. It was in many respects a complete disaster. To Frank the disaster was personal, for despite a 2000 point lead over the rest of the field he was denied victory through the organisers refusing to implement the terms of their regulations. Frank was new to the sport, Colin had only recently graduared from local association level, and they left the matter where it lay, "I should have gene to the RAC about it." Colin now admits, "They would have had no option but uphold our complaints." The records state that John Bloxham and Paul Stephens won that night

With the Lotus Corting things went well Perhaps the most satisfying result was in winning the Cambrian, after Frank's frustration the year before, for not only did they win. but they were constantly fastest through the selectives. In the end Frank came fourth on the MN championship. A road accident and then a fire put an end to the days of that famous car, and for 1970 he was given the use of an Escort by a proprietor of a dismentling and performance centre in Cheshire On his first event in the car, Frank won the leebreaker, a non-championship but well supported event in North Wales, which was very icy, In achieving this, Cal Withers had his first ever success. But it was the only one that Frank achieved for Withers: the clutch broke on the Bristowe, there was trouble and a long delay on the Seven Dales, and the Cortina V6 he shared with Ian Harwood and Barry Hughes on the World Cup retired in South America. Actually it was a success for ian and Frank to get that far. The car was still being built the day before the rally, and Don Barrow, the originally chosen third man in the crew, had opted out some weeks earlier stating with emphasis that he was never going to be part of such a hopeless team.

Frank returned home and set to work building an Escort for himself. This appeared on the Hackle Rally in Scotland, and to his complete surprise it overturned, Frank Just does not crash his cars! He could not see how it could happen. But success lay around the corner, for three weeks later the car appeared on the Gremiin, its first road event, and it won. This car lasted Frank right up to this past autumn, over two years is a very long time for a competitive raily car, and its final outing was on the Shenstone Raily just before the last RAC. It achieved four C'M/N wins in all, others being the Plains, the Cilwander and the Illuminations. A new Escort, painted and even registered just like the old one, is now around, looking for events to enter when DTV commitments permit

Frank is an ace driver on termae But he would sixe like to be an ace driver on loose stages. Over the past three or four years he has acquired a stamina for the longer international avents, which earlier in his career he genuinely could not muster. His first International was in the old four-door GT in 1969 on the Welsh, when he came seventh overall At that time he felt he would not be able to last out the two-night event Then in 1971 he finished the last of the five-night RACs in 26th place. Last year, when the route was shortened he was 25th, and that was after a mammoth rebuild after demaging his car yumping at Castle Howard. They spent It hours mending the car, and reached the following special stage 59 minutes late, By d at of furious driving, they lost no road pena-ties on that section. The DTV offer came as a time when Frank wanted a change. He had originally thought of abandoning championship chasing and entering just the events on which he could do well, but the good thing about the Vauxhall effort was that carpreparation was something which would not be his sole responsibility, and he would have his Escort for other occasions. The first two events were rather a disappointment. He did not sit in the Viva until 25 minutes before the start of the Turge Rustjeans, though eventually he struggled through to seventh place, and of course the engine failed and he never started the Red Dragon, Still, hope springs eternal: Coburn has plans for a lightweight Viva which should really set the tongues wagging, "Should," to Frank, is not the same as something which actually works.

Frank is a driver who always seems plagued with troubles, yet who against all odds is there at the finish to take the glory Old Autosports are full of tales of Frank taking the finish when anyone else would have gone home, and then finding himself in among the prizes. He provides fuel to this impression by constantly attending to his car, when other drivers would have taken a chance to relax. But his mechanical sympathy is quite a by-word all the same He is a mild man, he does not smoke and drinks very little. He does not yield to pressures (Colin can only remember him getting angry once) though he hates being nagged, aspecially by navigators! Pierson is a great bloke to have in the sport, and he is one of the canniest of them all

THE GREATES SHOW ON Book NOW and save 25p on this motor racing extravaganza

Top Formula 1 stars in a 40 tap battle round the 2.65 mile Grand Prix circuit Featuring Emerson Fittipaldi. Ronnie Peterson, Graham Hill. Denny Hulme. Peter Revson, Cray Reggazoni, Jean Pierre Beltoise, Carlos Reutemann, Mike Hailwood and Carlos Pace. Your first opportunity to see the new U.O.P. Shadows driven by Jackie Oliver and Can Am King George Follmer, the Iso Mariboro, the Brooke Bond. Oxo Surfees and the Brabham BT 42.

Champions in Consuls Fantastic the up of celebrities for the Evening News Champions Consul race includes Henry Cooper, Mick McManus, David Hemery.
Colin Cowdray, Richard Meade, Fred Perry, Michael Bonallack, Reg Harris, Chay Blyth, David Duckham, John Dawes.
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How about that for a cross-section of champions!

Fun of the Fair For the benefit of youngsters who have yet to become dedicated enthusiasts, there's be a fabulous (in fair, so entertainment will be truly non-stop

Attractions galore During the Linch break there. The some hair raising aerobatics from a James Bond style autogyrolip us a precision, and highly some free fall parachutists. And the big race will be herafded by a fanfare from the immaculately furned out trumpeters of the Royal Life Guards.

Plus exciting racing besides the Race of Champions. Yellow Pages stude the second round of their Formula Atlant. Championship, increasing y important as a proving ground for luture big league drivers. There is be a round of the BOC Formula Ford Championship, and the first round of the British Saloon Car Championship, leaturing the spectacular. "Day diand Gollath I battles between Frank Gardner's 7 the Camaro Brian Mair's 3 litre BMW and Dave Brodie's 1.9 litre Escort, together with Bill McGovern's 1 litre Imp.

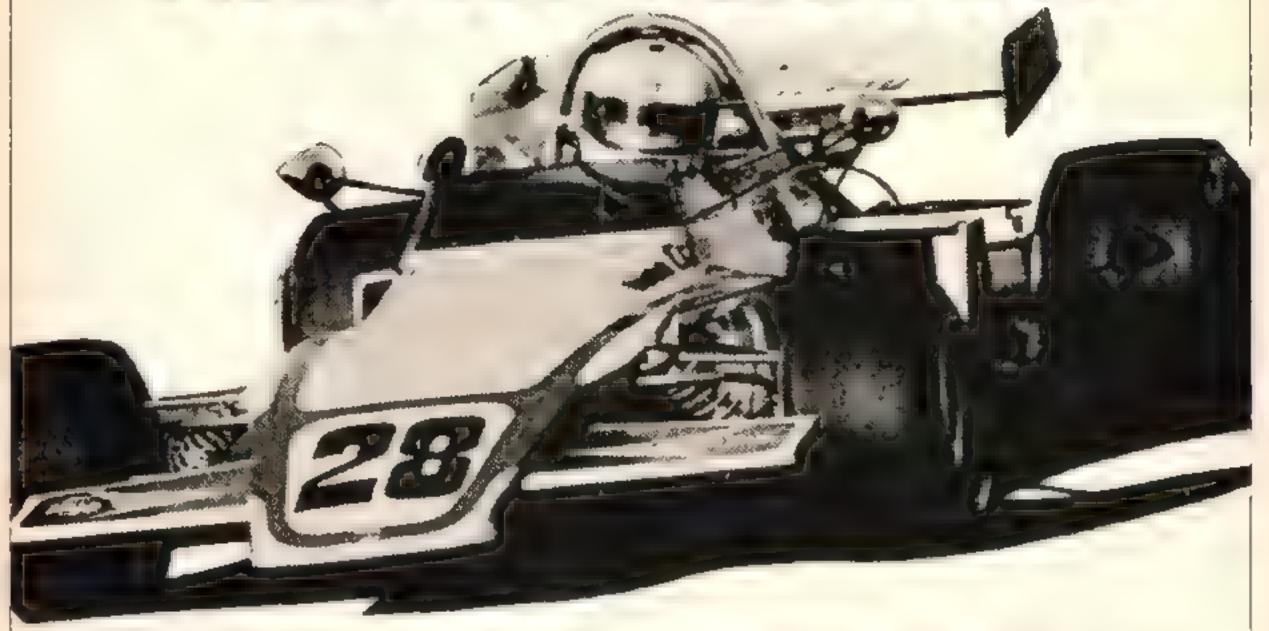
Free membership of Speed International when you book your tickets in advance you then qualify for the 25p discount and many special priveleges can be enjoyed such as reductions vouchers on all race tickets, film shows, overseas trip and the facility to drive on MCD circuits. So write now to Speed International, Brands Hatch Circuit Fawkham, Nr. Dartford Kent

Daily Mail Race of Champions



Brands Hatch March 18

RADIO LUXEMBOURG TROPHY MEETING



The first round of the European Formula 2 Championship is always an exciting event, affording enthusiasts the opportunity of witnessing the debut of the brand-new cars and driver-team combinations

For the third year running the meeting is to be staged at picturesque Mallory Park, and last year spectators saw a great deal of extremely close dicing. Mallory is one of the fairly 'tight' circuits, so there were many hair-raising moments.

This years high quality entry list speaks for itself: Roger Williamson in a GRD 273.

Jean-Pierre Jarier and Jean-Pierre Beltoise in STP March BMWs - the first time out for the new engine, Cyd Williams, Brabham BT40; Mike Hailwood, Andrea

de Adamich, Jochen Mass in Surtees TS15s, and Peter Gethin, Dave Morgan and Gerry Birrell in Chevron B25s. And that's just a few of the entries. There will certainly be some fun at the hairpin on the first lap!

The action continues with the first round of the Yellow Pages Formula Atlantic Championship, a BOC Formula Ford race, and an event for the always spectacular Britan Group 1 saloons.

First race is at 12.15pm and the meeting is organised by the BARC, Admission - Adults £1.00; Children 30p; Stands 50p; Paddock £1.00. Come and watch practice as well. Saturday March 10. Adults 50p; Children 20p.

MALLORY PARK, SUNDAY MARCH 11

The promoters reserve the right without notice to make any alteration to the race programme.

PERSONAL



By RICHARD FEAST

"The purchaser's feeling can turn to one of expectoration...once he has raced the car"

This is it!

Welcome to Attospont's new weekly chat column. I've had the misfortune of late to watch a few Michael Parkinson and Russell Harty TV programmes, and decided that if they can make a hving out of it, so too could we. Besides, numerous comments which have been made within the confines of the editorial office walls have not been reaching the readers (To satisfy our legal department, many of them will remain so too') Purely personal should provide staff men and guest writers with the opportunity to air those previously unrecorded feelings.

The onus for the column will pass to one person each week. What he writes will be precisely what the title says, purely personal it will, I hope, be amusing, stimulating, objective that about all aspects of the sport, the characters, the media and the industry Generally, it will not be great campaigning stoff as practised by the Sunday Times and Private Eye. And in an atmosphere which can create a volte face of the magnitude of Face Ferrari's—now back to two Formula I cars and three sports car prototypes after "withdrawing" from the sport last August—I can't guarantee that it will be logical

Merger? Never!



Sid Offord

The serious racing season begins this week end at Brands Hatch, but before we become involved in that, let's recall some of the events of the past winter, or knife and fork reason as it has been called I've been invited to numerous dinners, and been able to attend only two, those of the British Automobile Racing Club and the British Racing and Sports Car Club. Both were extremely enjoyable, in completely different ways

First came the BARC s, a gottering affair to celebrate the club's D'amond Jubiles. It was held in Park Lane's Grosvenor House Hotel (afforded five stars by the RAC's handbook) and attended by Royalty Befitting the occasion, the diamonds flashed and the fur costs were as common as C&A's. Port and brandy was served afterwards, and the whole thing came under the television cameras

Then came the BRSCC's, a more earthy do held in the four-star Royal Lancaster along the Bayswater Road. The men's dinner suits were largely from a well-known establishment not a million mules from Covent Garden, the rocks were a little more difficult to spot and the comedian told risqué jokes. In place of Prance Richard of Gloucester's aristocratic tones in his BARC speech, a veritable northern echo came from the BRSCC's Don Truman

Both clubs, too, were afforded their share of the headines. In the BRSCC's case it was

the way in which its executive director vociferously attacked the British governing body over proposed circuit safety standards it was a typical piece of frank speaking from the BRSCC, and has opparently resulted in the formation of a "select committee" by the RAC Motor Sport Division to look further nto the matter

Over at the BARC it was the departure of the general secretary that created the news after the ball was over. The change was never officially acknowledged until the new man was introduced to the Press a few weeks ago. At the time Grahame White's rerignation "-itself undoubtedly a eupham ism for " getting the boot "-was a real shock But on reflection I think no one should have been that surprised. White struck me as a very capable organisar doing a difficult job. But there was a definite personality clash with the council which was not too well hidden by either side. The greater wonder is that White and the council should have succeeded in living together for so long

The BARC's new team, under the experienced guidance of Sid Offord, and with Michael Luck taking over where John Wick ham left off, will undoubtedly go from strength to strength Certainly Offord, a TEAC stalwart and long-standing BARC member, appears to be a man who will live happily with the council, and, equally important they with him

I say none of the foregoing in any disparaging way. The various events simply serve to epitomise the vast gaps to be traversed if there is to be, as has been suggested, an amalgamation of these two clubs

Any old from?
I wonder if any prospective racing car purchaser considers the old adage about judging a book by its cover. Many manufacturers, you see, are designing very attractive book covers to hide an all too familiar story. Each so-called new model is greated with joyous expectation. But the purchaser's feeling can turn to one of expectoration once he has parted with the cash and raced the car a

Making a racing car look good is part of the trade these days. But what a pity there aren't more original engineers than

rew times

stylists. Surely it doesn't matter if a car looks like a lashed-up soap box if it has a performance edge on its rivals. Having said that, however, one must commend Mc-Laren Racing for launching their (very attractive) new Formula 1 car on time The M23, though, is a Formula 1 car built solely for the works team, and not one scheduled for a production run

McLaren certainly seem one of the few manufacturers who actually plan and construct well shead of schedule. The M23 was announced 24 months before the new F1 regulations governing deformable chassis structures come into effect for the Spanish GP on April 29. What a contrast to that Formula 2 car from Wymordham way That seems to have been in the pipeline for 24 months or so now.

Peace prospects

Whatever happened to that buter row between the Formula 1 constructors and entrants and the World Championship organisers? In case you'd forgotten about it, and it wouldn't be surprising. I will try to be brief with the background

Two sides lined up, the Formula 1 Association representing the constructors and on transa, and Grand Prix International, a body which arrived late on the scene to represent the interests of the organisers. The ball over which they fought was in the shape of a large wad of Swiss Francs One side wanted to tear off a bigger share, the other said there simply wouldn't be enough to continue the game if they did

Meanwhile the referes was elsewhere authorising a substitute side in case one didn't turn up. What was the constructors' reaction to this threat to their fivel hood? Did they sulk in the corner? No, brothers, they did not! They busied themselves constructing new, complicated and expensive care ready for the fourth of the 15 younds.

Thus by getting dressed up in their Sunday best, the constructors appear confident of an amicable financial settlement with the organisers. Neither side is anying much, but it is more likely that after the controversy which was unleashed during the winter, the actual details will be finalised in samera. Which is the way it should have been in the first place.

Maxi Anonymous

I was at a dinner the other night at which that well-known dog food advertiser. Clement Freud, was guest speaker. After some disparaging remarks about the original Austin Maxi, he told of the formation of an organisation calling itself. Maxi. Mit. 1 Anonymous When depressed about his motor car, one member would telephone another so that they could arrange to get drunk together.

Lord Stokes, who was also present, was

observed to lough

On the subject of the Maxs Mk 1, does anyone remember the British Levland advertising to announce the Mk 2? It can something like, "You told us what was wrong with the Maxi, so we've changed it" Apart from being a shocking admission of the original car's infector qualities, I bet it didn't please the existing owners who saw the value of their Mk Is plummet dramatically

Professional presentation, well an schedule, by Yardley McLaren, with Hulme, Mayer, Matthews and Coppuck in attendance





way the front end of a drapster lifts when a busits off? A similar thing happens to a read car when you hoof the thr stile That is not one of the things

our Front End Spotter helps to

I acts just like a wing in fact it is an acrodynamically. designed wing sect on I helps to hold your nose down when you're schelerating. And the faster you'g the more downward thrust it exerts

So it tends to improve your

It also takes some of the colly, wobbles out of side winds fthe harder your from end is forced downwards the tougher st

to push it out of ane..

What it's giving you all
these benefits it also looks great.

We supply them in mall black finish but you can punt them to match your avery or

make them a contrasting colour

You can shok stripes on st or decals, badges, and numbers And is a made from highimpact resistant plastic which

weight a triffing few pounds Willist fit your car? Well, each spotter is and vidually thaped to fit a puriscular car they are not a universal fitting. So theck the ant below and if your banger is included the answer is yes it will. And what a more it'l. fit easily because all screws and anatructions are included.

Front end spotters can be obtained from all good. screenry shops, garages and lyre depots

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A favourity at Kyalami is Denny Hulme, seen here with the new McLaren M23 during unofficial practice. The car has a revised wing mounting

All set for South Africa

Third round of the World Championship at Kyalami on Saturday

The third of this year's 15 World Champion only founds takes place this balancas a Kyslami, South Africa. The mainty of cars were transported across the South Atlanta from Brazil, and are being pined by a handful of completely new cars from Europe and a few of local heros.

After his two first-class South American wins, Emerson Fittipalds starts with an undoubted psychological advantage with his John Player Special, although team mate Ronnie Peterson will be anxious to many veupon his reliability record—two non-his sheet

The two works Sartees TS148s as raied in the opening rounds by Mike his will and Carlos Pace will have new year uprights and will be joined by Andrea de Alarich, who moves from Europe with his other TSER model. The two works Brabbam in his line.

Carlos Reutemann and Wisin Fispaid femain esserbally unchanged as does the single works March 7210 for Jean Pietre Janier

Kvaram and by and François Cevert could tend the latest Tyerella more suited to this circuit than Buen is A res and Inter ag s An after man who shines at Kya amt is 0 only 16 me who will have the new Mclaren M23. The McLaren team is a siring one in South Africa, with the two M19s which mived from South America and a fur her M19 who howas used in South Africa earlier this year for tyre imaing. These will be for Peter Revious and Jody Scheckter, the ocal big with mode good.

While there are no tea changes in the Marlbor of Wills can with Fitobs fr Cas

The South African GP will mark the risk tehat of the COP Shadow seen here with nich a Civer at the wheel of Kyalami



Regazzon), Jean-Pierre Beltonse and Niki Lauda, the Mariboro team of Frank Will ams has undergone changes. Howden Ganley will be in his usual car, but Nanni Galli's place will be taken by South African Jackie Pretorius after the Italian's Abarth testing accident The Iso-Mariboros will be book with the original style suspension after the changes for Brazil were found to be less than effective

Ferrari have a couple of entires for Jacky licks and Arturo Merzario. The two 3128-2s will be there, but so too will be a sensational new model which arrived from the factory for evaluation. The new car, built to comply with the new F1 regulations, is mechanically similar to the existing car in gearbox, engine and suspension departments, but bosses a dramatic new body with side mounted radiators

The car is called variously the BJ, B4 or in R (to denote the Boxer motor and the two men responsible for its design engineer bandro Colombo and team manager R sich) It is this chassis which has been built at Northampton by John Thomson. French sources say that the new car will make its race debut at Silverstone on April B, ready for the first European round on April 29

Also making its racing debut in the Shadow, two of which have been entered for Jackie Oliver and George Folimer Other locals on the entry hat are Eddie Keizan in Alex Bligmant's Tyrroll 003 and Dave Charlton's Lucky Strike Lotus 72D, John Love looked set for a drive in the second Iso, but his tobacco sponsors, Gunston, objected to Williams' Mariboro sponsor

Official practice started yesterday (Wednesday), although several teams have been taking advantage of the private teating facility at Kyalami. Hutme has been quick with the M23, recording 1 m 162 s, which compares very well with Hailwood's official lap record of 1 m 189 s. Indeed, times of around 1 m 16 s would appear necessary to be competitive, for earlier this year Peterson did 1 m 161 s with the JPS, and this week Revson did 1 m 168 s (M19) and Stewart did 1 m 170 s after only a handful of laps

South Africa is 2 hr shead of British time which means the result should be announced on the Saturday afternoon news and sports bulletins on radio and TV

Championship points are two races

E. Fittipaldi, 18, Stewart, 10; Cevert, 6

Hulme, 6; Ickx, 5; Merzario, 3; W Fittipaldi,
1; Regazzoni, 1

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Big time saloon racing

ROBERT FEARNALL looks at the 1973 Group 2 prospects and the future of international saloon car racing

In Britain and Europe, the prospects for international saloon car racing in 1973 and thereafter, are enthratting, in Europe, the might of Ford and BMW are challenging each other with fullscale assaults encompassing such top drivers as Jackie Stewart, Jacky Icku, Chris Amon, Henri Pescarolo, Jody Scheckter, Nikl Lauda, Rolf Stommelen, Jochen Mass and possibly Emerson Flittipaldi, In Britain, the formation of a business-like and practical British International Saloon Car Drivers' Association co-incides with some dynamic plans for the future of international saloon car racing, not only in aponsorship and promotional outlets but also in an

entirely new concept of saloon car racing for hybrid machinery

Like at this time last year, rather than dwell on the history of last year's Group 2 racing, we have replaced the traditional Group 2 Survey with a preview to the forthcoming year Briefly recapping, 1972 G2 in Europe was dominated by Ford of Germany and Alfa Romeo. Autodelta's never-ending supply of Guiha GTA Juniors proved invincble in the 1300 division and the marque scored max mum points in each of the nine rounds, while by the best seven results regulation, Ford of Germany ended the year

with equal points to Alfa Romeo after their eight victories. The only time Ford lost was on their home ground at the Nurburgeing, to their main opponents BMW, but BMW's success only came there after the Fords dropped out. Last year BWW lacked the reliability and the organisation which is where the Ford team scored. One of the highspots of the year, however, come when the German Ford team was defeated at the lucrative Paul R card race by the British privately-entered Capri of Malcolm Gartian, and driven by

The Capris of Glemner and Mass head towards another G2 victory at Brno.



Brian Muts and John Miles, who finished comfortably ahead of the works car of Jackie Stewart Francois Cevert

The 2 litre division was not well contested with Alfa Romeo departing from the scene with their GTAm after the first round when they found themselves totally uncompetitive with the latest Ford Escort BDAs. But the Escorts proved unreliable in many of the rounds and at the and of the series. Ford of Britain had a relatively small margin of victory over BMW, who had not contested the 2-litre division seriously with their 2002s. On two occasions, Group I cars won the 2-litre section when the G2 contestants dropped out. Another disappointment in Europe were the Fast 128s which threatened to demote Alfas from their throne in the 1300 class, in practice, but hardly ever stayed together for more than a quarter of each race.

On the driver front, BMW's leading driver John Fitzpatrick tried with determined driving to overcome BMW's disadvantages but it was too much of a challenge and after leading the Driver's Championship for the first helf of the seeson, he ultimately dropped to fourth, 1972 Driver champion was Jochen Mass, the cheerful German capping a very successful and enjoyable relationship with the Cologne-based Ford team, with 1971 champion and fellow German Dieter Glemaer finishing second to Mass, and another Ford priot Gerry

Birrell in third

In Britain, the superiority of the George Beyan and B.N McGovern team and their Chrysler Imps over the 1-litre class rivals paid off for them to win the British saloon car championship for the third successive year As far as Winning overall was concerned, first prize went to Frank Gardner's SCA Freight Camero with the occasional Interference from Brian Mult's Wiggins Teaps Capri RS, porticularly in the wat, but the Capri lacked reliability. The 2-litre class was disputed between the Escort BDAs of Dave Matthews and Dave Brodie, Both proved immensely fast but whereas Matthews finished all bar one race and won his class seven times, Brodie's Escort was dogged with mechanical misfortunes and won its class on just one occasion. Biggest surprise came in the 1300 section where the expected dominance by Vince Woodman's Escort was defeated by the cer's lack of rehability and by the incredible performances established by Jonathan Buncombe's Longman Mint-Cooper S. Buncombe deservedly taking the class championship title after a magnificent season

In addition to the class winners, Wiggins Teape this week presented other awards for performances during the 1972 season. Brian Musr earned £100 for the Best Drive of the year at Outton Park on September 16 when he pitted to change a tyre but still finished fourth and a similar amount was awarded to Dave Brodie for the best newcomer to G2 of the year. Many entrants could have won the best prepared car of the year award but the choice ultimately fell on the Melton Racing Broadspeed Escort driven by Dave Matthews, while the George Bevan Imp naturally won the most reliable car of the year award. Best dice of the year was voted the epic Mini duel at Mallory in October between Jonathan Bunconbe and Rob Mason, while another 1300 contestant Vince Woodmun earned the hard luck of the year award The final award to be decided by Wiggins Teaps judges went to the highest placed privateer and that £100 was deservedly won by Melvyn Adams (Imp). Frank Gardner broke more lap records than anyone else with the SCA Camaro, for which he earned £100 and indeed Gardner won most of the Wiggins Teaps bonus money, \$368 in all

Since the end of the 1972 championships, significant strides forward have been taken which affect the whole future of international seloon car racing. Let's start by looking at Britain's position and the formation of a now association

New association

Any new association is understandably treated with a certain amount of trepidation and dispondency by certain racing parties, mainly because in the past, some associations have demanded all and given nothing. When the British International Saloon Car Drivers Association (BISCDA) was announced last November, it came about at the time of the Formula I crisis situation, when most people were sick and tired of all the various associations. What is this new association doing for big saloon racing? For the answer I went to see the association's chairman Martin Thomas in his luxurious Biggleswade offices at Baystrait Pouse, home of BISCDA

The BISCDA is not another of those associstions so wrapped up in its own formula, that they are not prepared to change it. The BISCOA will co-operate with any sensible suggestions from the circuit owners to promote Group 2 racing (anything from painting a car bright purple to the drivers parading on the grid), and this is what they told the circuit owners when they met them with the RAC for the first time last week. Saloon car facing is an essent at part of any international programme and already Group 2 has brought in a lot of new sponsorship, because of its external similarity to road cars, and it a the same reason why Group 2 racing is a popular attraction with the speciators. But the BISCDA want to make it much brighter and much more lucrative, but they realise that the only way they can get more money in to the formula is for them to make it a better proposition

And the BISCDA don't just sit around wailing for the circuits to get the sponsorship. Following the complete withdrawni from motor sport by Wiggins Teaps (sponsors of the 1972 British Touring Car Championship). the association started negotiations with another larger sponsor for the championship but it unfortunately has proved impossible to finalise it in time for the 1973 series However, this new sponsorship arrangement for the championship will be finalised during this year to be announced well in time for the 1974 series. Other companies, however, have been brought in to Group 2 for 1973 and spart from cash support, have contributed such items as seat covers, ham pers of food, champagne etc which will be given as awards to the association's members at each qualifying round. The cash funds will be disported between members at the and of the year on a points system basis, whereby the BISCDA run its own points championship for the second, third, fourth, fifth and sixth places in each class at every round, to encourage participation at this level

As the championship does not have an overall aponeor this year, the circuit owners have to obtain individual backing and where this has not been possible, as in the case of the forthcoming Race of Champions meeting, the competitors have to face a steep reduction in prize money Now that the association has met the circuit owners, they have agreed to help arrange aponiorable for any other unsupported rounds in this year's championship as the association registe that finding a sponsor for a race can only mean more remineration for them in forms of prize money

The association is also anxious in helping its members gain appraisable and give every Assistance they can in this matter But apart from the aponsoming and promotional activilies which are sure to help the formula this year, the association looks after its members in other ways. For instance, discount buying has been arranged for the members, there is a monthly bulletin giving the latest Group I and 2 information, and the association has just come to terms with the circuit owners to have at least two practice sessions before each Group 2 round, after the Race of Champions meeting. The association's technical committee of Raiph Broad and Adrian Chambers will be involved with the RAC in any future changes in Group 2 Appendix J regulations and the association will be notified by the RAC of any technical points which will be carefully watched for during the season. Wigg as Teape's Brian Robinson looks after the finance committee to see that the association is using its funds properly and the other committee members are Brain Muir, Vince Woodman, George Beven, Adrian Webb and Mike Crabtree

These aspects of the association, which is

now open to Group I entrants and drivers as well, have been well received by the RAC the organisers, the members and now by the circuit owners. A spokesman from Silverstone said lost week that it was a refreshing change to find a group of people who under stood our problems and at the same time were co-operating in making their own racing more exciting and brighter for the spectators

Sweeping changes

What has been lacking from Group 2 racing has been big names. The dices between Frank Gardner, Brigin Muir and Gerry Birvall bave been exciting, but they would draw much more spectator appeal if they were joined by Emerson Fittipaidi, Jackie Stewart and other Formula 1 and 2 sters. And here, the BISCDA's Ralph Broad is formulating some exciting plane for a race he is trying to persuade MCD to stage at Brands Hatch in October, instead of another non-champtonship Formula 1 race. Broad feels, quite rightly, that the big names in saloon cars will give the formula almost all the publicity it needs and "it's not impossible that you might see Emerson Fittipaids in my Capri this year, commented Broad

Broad believes that speciators want to see good, big saloon races with top names at the wheel, and the race he is aiming to help stage (and which he hopes will be repeated), is for Formula I and 2 drivers to race saloon and sports cars as the main attraction of the Brands October Motor Show 200 meeting Care would not have to be homologated, no that Ford and BMW could run their '74 care and engines (Ford with their new four-valve units), and in addition to the European saloon muchinery, Broad would not the support of four or five TransAm competitors with their cars and a number of top Europosn GT contestants such as Ferrari Daytonas, Porsche Carroras and Alfa Montreals That's the plan, a race for the best in saloon and GT racing with sufficient money to encourage Grand Prix drivers to race the machinery Broad certainly has our support in his efforts

On similar lines, but even more definite to happen is Formula Silhouette. This formula will be for autoon cars which would have to keep similar lines to the car's original s.thoughte, have the same ong ne or another engine from the same manufacturer and retain the same location for the gearbox Everything else would be free. In Germany, Jochan Neerpaach and Mike Kranefuse from BMW and Ford camps respectively are giving the idea full support, as are other a table saloon car parties and manufacturers in Britain, Europe and America. For manufacturers it would do away with the farcical and expensive homologation situation and for private entrants it could give them the chance to build up some weird and wonderful creations to match the manufacturers Another strong force supporting Formula Silisouette are the organisers of Le Mans. who see such a formule being the ideal solution for their 24-hour opic, RAC's Dean Delamont is to discuss the situation with the FIA, but there are those piready who are convinced it is going to happen; that it will very soon replace Group 2 as the European Championship and possibly in Britain as well. and that it will bring in to motor racing a wonderful new breed of racing machinery driven by top-line drivers because of its spectator appeal and subsequent financial setup. It certainly does seem that Formula Silhouette will become Europe's answer to NASCAR recing and will get under way in the very near future.

Even if Formula S thouste does not become the British Group 2 Championship, there will be more efforts in British G2 to obtain race-winning machinery, and with this in mind, it was strongly recommended at last week's circuit owners and saloon association meeting, that the 1974 Group 2 Championship will follow this year's European lines and comprise just two classes, up to and over 2000 cc Whatever, it was confirmed at the conference that despite stories stating that G1 would



British 62 of its best Gurdner challenged by Birrels an



Heyer at the Nurburgring (above) and Autoideta





e at Brands



attle for supremacy at Zandvoort (below)



Britain, there are no plans to replace the British Touring Car Championship for Group I cars in the foreseeable future, one of the reasons being that there is no interest at all in Europe for Group I. As in Europe, Group I will remain at national level with Group 2 or eithouette racing taking pride of place

1973 season in Britain

Looking forward to this year's British Group 2 Championship, as mentioned previously Wiggins Teaps sponsorship has gone owing to a number of political reasons which have nothing at all to do with the state of the racing, an area in which Wiggins Teaps were extremely pleased. With the shaking-up of Group 2 participants by the new association, the 1973 season looks a very healthy one. There are 10 rounds in the championship. starting with the Race of Champions meeting at Brands Hatch on March 18, and compared with last year one of the rounds at Oulton Park and the Mallory Park round have disappeared from the schedule, but they have been replaced by another visit to Brands and a long trip to the narrow confines of Ingliston, although this last-named round is far from certain.

This year's over 2-litre category promises to be a battle between Chevrolet BWW and Ford Heading the General Motors representation is the SCA Freight Chevrolet Camaro driven by Frank Gardner Last year Gardner finished third overall in the championsh p for Adrian Chamber's SCA Freight concern despice taking seven wins and five new records in the championship founds. This year, General Motors have homologated a number of new variants to their Camero model, mainly for their TransAm commaments although when Chambers and Gardner recently visited the General Motors racing headquarters in the States, their European successes were treated with great encouragement

The most important aspect of the SCA Camero Zt.l. is a new 7-litre all-aluminium engine, built by Derby's Alan Smith, Previously only the 7-litre from block unit was homologated for Group 2 and proved too heavy for competitive Group 2 racing, but now that the aluminium engine has been approved, this unit (basically the same as in the 7-litre Corvette Stingrays) will power Gardner's Camaro. The car itself is the same one Gardner used on most occasions last year with its new homologated bits, such as wing extensions, much bigger and more powerful clutch, different windows and the weight has been reduced, but not significantly Goodyear will be supplying the tyres for the SCA cer, which Adr an Chambers runs as a business with his SCA concern. As a commercial exercise it a an extremely auccessful one so that if he stops winning, then it's time to pull out. But naturally, he's not likely to stop winning

Chambers also hopes to use the SCA Freight Camaro in a number of European championship rounds, scarting with Monza. although a co-driver has not been actiled upon for this race. For the other European rounds, it is expected that Brian Redman will co-drive with Gardner in the 7-little Camero. Chamber's older Camero (the one that was used on occasions last year) has been sold to Bob Jane in Australia, after Gardner used it in four races during the Tasman series, of which he only won after a string of problems. His main opponent, Allan Moffatt, has recently arrived in this country but unfortunately has not brought his glassfibre Boss Mustang with him

Other Cameros are the 5.7 litre versions of bearded West Countrymen Terry Sanger, and Martin Thomas Both cars have undergone some extensive modifications and the two Freestone-shod Chevrolets are likely to be very much up near the front. Sanger retains Research Consultants becking while Thomas has performed a unique arrangement where he has sold the sponsorship of his car to certain people for each race, with the option to continue in 1974. Each sponsorship arrangement will be supplemented by extensive promotional work

BMW challenge

Following a season of unreliability with the German Ford Capri RS, Malcolm Gartlan has awitched allegiances to BMW for 1973 and will run the Alpina 3.0 BMW CS for Brian Mair, in co-operation with BMW Concessionaires GB Ltd. The CSL which is developed from the CS with its alumn um bonnet, boot and doors, a lighter shell, increased capacity to over 3 hires and wider wheel arch extensions, is BMW's answer to Ford in the 1973 Group 2 championships and with the weight of the CSL reduced by 190 kg compared with the all steel versions which raced against the Capris last year, no wonder BMW are hoping for better results. The 3.3 litre six cylinder engine churns out some 350 bhp developed entarely by Burkard Bovenseipen's Alpina firm, Alpina being the biggest and longest standing of BMW tuners

The Mair car was tested satisfactorily before it was transported to Britain, and soon after it arrived. Moir was taking it around the Brands Hatch Grand Prix circuit last Sunday Not fitted with the correct Dunlop lyres, Mair was soon lapping in the 1 m 41 s mark, with the car looking remarkably ateady through the bends; so that by the time if comes to the Race of Champions meeting. great things will be expected of this fabulous machine, which will be a very welcome addation to British G2 grids in its performance, its rancous noise and its beautiful looks. The car will be run in some European Group 2 races with Muir and probably Peter Hanson, akhough Mair will be doing most of the European counds anyway in another Alpina BMW with N.ki Lauda

Ford's answer

Ford's representation in the over 2 fre class now comes from Broadspeed, who have developed a totally new Capri, to be driven by Dave Matthews. The car is based on the latest '73 model, making it slightly different in external looks, and will use new Weslake developed engines producing around 325 blip. This year, Broadspeed will not concentrate on engines for this car, because of the current units short life apan before the four valve unit becomes homologated late this year or at the beginning of 1914.

The green-white gold Breadspeed Capri involves a totally new concept in suspension The whole suspension and spring set-up is placed in each far corner of the oar; thus the front suspension is right behind the front headlights and the rear unit is located by the tall lights. By extending the spring base, the car duesn't use as hard springs as expected and the car diesh i coll or dip at all-" it a completely firm," said Broad Despite using "old nails" of engines (as the new Wes ake units have not yet been del vered), Matthews apparently has lapped under Gardner's III mah record at Silverstone with the new Capri R52800, which will be fitted with Dunlop tyres. After winning the British G2 champion ship class for 1300 cc in 1971 and for 2000 ce in 1972. Dave Matthews' capabi fies as a top-line saloon driver are undisputed. Could this friendly 28 year old Yorkshireman acore his third and most important class title in

As well as other Group 2 Escor, angines mentioned later, Broadspeed are building Capris for Horst Kwech in the States, where Jackie Stewart and Peter Revson will drive them in selected TransAm events Matthews' Capri will be run in the more lucrative European G2 rounds and perhaps at Le Mans and perhaps we shall see Emerson Filtipalds at the wheel of this R5

Re-appearing from last year will be Dennis Leech a Ford Boss Mustang and David Howes American Motors Javelin. One of the main characters of Group 2 racing, Dennis Leech is concentrating on rehability this year rather than trying to best Gardner, although his 7030 oc Mustang is reputed to churn out 630 bhp. Since last year, a few detailed modifications have been carried out, and Leech has changed alleg ancies in the rubber department from Firestone to Goodyear Dennis is one G2 contestant who races his Mustang for the fun of R, but he is

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very scathing about the decrease in prize money, and doubts if he will be able to do many of the G2 rounds. To give an idea as to how much Dennis enjoys G2 racing, in 1969 he made a £3,500 profit out of it and in 1972, he made a deficit of £5,000

Former Falcon driver David Howes put up some fine performances with the Javelin towards the end of last year, particularly once the car had been fitted with 15 in rears, and for this year the car will be reappearing with its 6.4 litre engine having been breathed upon by Ian Richardson. A major repair job since last year has been to the damage sustained in the Tourist Trophy Silverstone shant when Howes stammed into the pit wall at a frightening speed.

Escorts dominate 2 litre class

As in last year's Championship, Ford Escorts are certain to dominate the 1301 to 2 hire category. Favourite for most championship points is Dave Brodie, with the Ford of Boreham buck and prepared 2 litre alloy-block BDA engined Escort, entered by Norman Reeves Ltd. If rehability can be found this year, Brodie certainly has the ability and speed to challenge the big bangers as well as taking class wins for Ford, who are fully supporting him for the first time; at last some reward for Dave after his consistently good performances over the recent years with Escorts in club and G2 recing. Prospects certainly look good for Brodie's new, light Len Balley-designed Escort, was lapping within a second of the 2 little record at Brands last Sunday on its first outing. Brodie will also be compaigning the car in five European G2 rounds, starting with Monza, and his codriver on these occasions will be Claude Bourgoignie

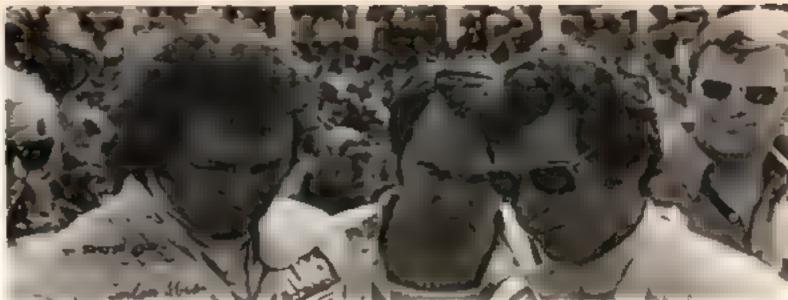
The Escort that Dave Brodle used last your will be driven by former Mini are Jonathan Buncomba. Buncomba's tremendous performance in the Richard Longman Mini were one of the main features of last year's Wiggins Teaps rounds, and after many years of racing Minis, the talented West Country saloon driver has switched to Fords with the ex Brodle RS, for which he will have alloy block and iron block 2 little BDA engines, but will concentrate to begin with on the

tron block for reliability

Twenty-seven year-old Lawrie Hickman has been a driver with the unluckiest Group 2 career, but this year, he is confident that things are going to change. Again entered by Gerry Edmonds, a completely new Escore has been built up by Tiffy Shenton, a former Broadspeed mechanic, who will run the car for Edmonds and Hickman. Apparently the car incorporates a number of new ideas, particularly the front spotter arrangement, and will be fitted with a 2 little Allan Smith steel block BDA engine. A couple of European rounds are also envisaged for Hickman in this new Dunlop-shod Escort, of which great things are expected

A welcome addition to this class, is 24year-old 1972 Mexico champion Andy Rouse, who will drive in a new two car team from Vince Woodman's VMW sat-up, aponsored by Esso Unifio, Rouse will drive the 2 litre Broadspeed-prepared Escort which Dave Matthews drove so well to win the 2 litre section of the Wiggins Teaps Championship last year. Another new name to appear in Group 2 racing is that of Formula 2 driver Dave Morgan who will drive the ex-David Wood Engineering Eccort which Tom Walkinshaw drove on occasions last year Morgan's entrant Ed Reeves bought the Escort which will be fitted with David Wood's Kugelfischer-injected 2 htre F2 BDA engines and Morgan, Reeves or Walkinshaw will drive the car, starting with Morgan on March 18, at Brands

Other Escorts to appear in this class are Roger Taylor's 1700 BDA version and Make Ford's 1797 or TC powered model. Broadspeed have prepared two new Escorts for Spanish drivers Jose-Maria Urinte and Rafael Barrios, who finished a very creditable fourth in last year's Silverstone Tourist Trophy round, and who will both appear in scientive British G2 races during the year A very hush-bush project for the 2 litre class, is a works-helped



Ford Capra dravers, Mass, Larrousse and Glemser



BMW star driver, Hans Stuck Inc

2 litre BMW which is expected to appear mid season, prepared by David Wood Engin earing, and driven by a well-known name

Escorts again in the 1300 class

Now that the 1300 BDA engine has been homologated for Group 2, the BDA-powered Escorts are also expected to dominate the 1300 cc class. Pollowing tast year's string of failures, Vince Woodman will be hoping for better luck with the new 1300 Broadspeed BDA engine which will power his Escort this year. Ford of Boretian have prepared a similar 1300 BDA engine for Mrs Gillian For tescue-Thomas, who will be campaigning the British G2 Championship for the first time, and two more newcomers to the British G2 series are John Hanson and Tony Dickinson.

excellent performances in the Ken Costello Mini, one hopes that Rob Mason will be appearing again, although for the time being his Mini commitments seem confined to club special valooning. Welcome additions to the class will be the Swedish Alfa GTAs of Bjorn Steenberg and Ragner Segring, who have decided to campaign the Alfas in the British series, since the break-up of the Toncom team.

Topcon team

Mid-season challengers in this class come from the Nissan Oatsun factory, who are sending to Britain a 1200 coupe and a couple of Dataun Cherrys driven by a combination of five Japanese drivers. Their look at British G2 will last only a couple of months, but remours suggest that they may come back in 1974 with 2 little four valve heads for their

Can Beyan/McGovern do it again?

The record of wins achieved by 1973 champion G2 entrant George Bevan and 1973 champion G2 driver B if McGovern in the past three years of British Group 2 racing with their impains been overwhelming and outstanding. Yet despite the fact that Bevan and McGovern have won the G2 championship for the past three years, their amazing achievement has been poorly rewarded in terms of recognition and reward from Chrysfer

flevan and McGovern have achieved more for Chrysler by Winning the British G2 Championship for the past three years than any manufacturer could have wished, but you would never have believed it by the lack of support given to Bevan's achievements for example, Moskwich have capitalised on their achievements in Group I far more than



Winners of the Nürburgring roce, BMW pilots Heyer, Stommelen and Fitzpatrick,

Both have 1300 BDA engined Escorts, Hanson's being prepared by Broadspeed and he will run this car in certain European races with Peter Hanson Oli Thatcher and Jeremy Nightingale will be Escorteers in this class

With all these Escorts, the life of the Mina as a class-winning machine in Group 2 seems to be coming to an end. Paul Burt has taken over the Richard Longman-propared Mini that Buncombe used successfully last year and other Mini participants in this class will include Chris Montague in David Buckett's-prepared car, Jon Mowatt, Peter Semus (with Downton preparation), Alan Jones (for Peter Vickers), Gordon Dawkins (prepared by Carlow), Richard Ellice, Chris Parsons, Mike Drinkwater and Barry Johnson (in another Longman-prepared Mini). After last year's

ever Chrysler have supported the fact their imp has won the more important Group 2 champions by for the past three years.

championship for the past three years The fact that Bevan and McGovern have so many critics for their achievements just shows that you have to do more than winning to be noted and rewarded accordingly. We have often stated that it's a pity Bevan and McGovern didn't have more opposition, but it doesn't really sum up the situation. The fact is that George Bevan's preparation is meticulous and superior to his rivals and Bill McGovern's driving is superior to his rivals In 1973, Bevan and McGovern will be baving a crack at the title for the fourth time for Chrysler with their 998 or Imp and I think they have a good chance of taking it again Why?-because their team is better than the

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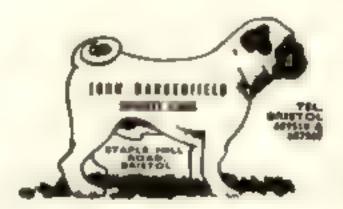
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others in the 1 litre class

That's not to say that the other Imp driver's don't try or aren't well-prepared, for they are still very competitive. Running on a very limited budget, young Melvyn Adams is very much a one man band with his Imp. from the preparation to the mechanising and to the driving. And his performances are particularly good, Adams finishing seventh overall in the championship, runner-up to McGovern in the class and first in the GZ privateers champion ship. Ivor Goodwin in John Godfrey's Imp and Adrian Webb in the Stapleton Motors Imp also proved competitive I litre partier pants and will be out again to try to usurp McGovern from the class throne in 1973

Minus have been unable to challenge the Imp domination of this class for some time, but even to, Jeremy Bean will be contending the champsonship again, and Jim Burrows will be joining him in his Swiftune Mins

What to expect

And that gives you an idea of what to expect in this year's British Touring Car Championship. For overall honours, Gordner's Camaro, Muir's BMW and Marthews' Capri must be favourites with Brodie's Escort possibly mixing in for overall honours from the 2 litre class. In the 1300 category, expect the Escort BDAs to dominate and similarly McGovern's Imp to romp away with the I litre division. This year, we have the prospects of closer racing all the way down the field, better promotional work, lots of new lap vecords and the possibility of a star-etudded free for all at Brands in Occober, with the advent soon after of pilhouette racing

The great European battle

When the flag falls for the start of the Monza 4 Hours on March 25 it will signify the start of one of the greatest battles in the history of seloon car rucing, Ford versus BWW. The battle for supremacy between these two Ger man companies means more than just winning the championship—it's a matter of national prestige. The one-upmanship started in Berlin two weeks ago when Ford entertained the press to a lavish party, and today BMW are holding their banquet for the press in Munich The one-upmanship goes further as to employing the services of Grand Prix drivers, white Ford use Jackie Stewart, BMW have Chris Amon and when Ford boast about Jochen Mass, BMW shout about Hens Stuck Jumor To summarise the situation, one would zecal) a famous saying from the works of F Gardner, " when the flag drops, the bull-shit mtope "

This year's European Touring Car Championship has changed somewhat in its format. The 1300 oc division in which Autodelta Alfa Romeos have cleaned up averything and Fiet 128s have failed miserably, has now been acrapped, and therefore, both manufacturers have departed from the scene But at the other end of the scale, there is no longer a 5 litre maximum capacity limit, which should bring about the inclusion of a few more American monsters in to the European series The races themselves are compulsorily longer this year, the minimum distance being increased from 2 hours or 300 kms to 31 hours or 500 kms, which means that it is now compulsory for two drivers to share the driving Of the qualifying rounds, races at Estoril and Muntorp Park have been added, Brno seems likely to be cancelled owing to its ludicrously dangerous aspects and British spectators are catered for at Silverstone in September

Ford line-up

1972 European Group 2 chempion Jochen Mass described the improvements to the new Caprit as quite outstanding, particularly in the handling department. Ford are running their latest model Capris which are radically different in the burges and flared wings with wider wheels of 12 in and 14 in rim widths, and the weight has been reduced to 925 kgs.

The 2990 oc V6 Capri engine is basically unchanged for this year, although the power output has been increused to ground 320 bhp, Ford naturally not spending a lot of time and money developing an already reliable engine when their new four valve unit becomes homologated for 1974. Ford claim to have taken 21 s off the Hockenheim outright circuit record with their new cars, while BMW claim to have taken 24 s off the Capri times at Paul Ricard in their recent testing

It's either a question of psyching each other, or there's going to be some very close rocing between the two makes this year!

Jackie Stewart's much-heralded appearance in the Ford Capri Jeam starts with Monza where he will be partnered with the 1971 European champion, Dieter Glemser, and Stewart will probably include the Nürburgring and Paul Rieard rounds in his Capri programme. South African Jody Scheckter takes time off from his F1, F2 and F5000 commit ments to start his career with the German Capri equipe at Monza where he will drive with former Formula 3 rival Jochen Mass. Ford's buggest find for their Capri effort when he was sall an unknown, Scheckter's other Ford Capri races are expected to include the Spa 24 Hours and the Nürburgrang and Zand voort rounds. Mass and Glemser will be regular drivers in the team as are Gerry Birrell and John Fitzpatrick, Fitz returning to the Ford fold after his year with BMW Other Ford drivers are German up-and-coming man Hans Heyer and Gerrard Larrousse, and of course the Capris will be Dunlop shod except for Stewart's car which will use Goodyears, for his contractual purposes

BMW's attack

Lighter cars, better handling characteristics and reliable engines are Ford's strategies to whatever BMW have done over the winter And what have BWW done during the win ter apart from sign lots of drivers ?--developing their 3 3 htre BMW CSL coupes. The CSL is of course the G2 homologation special of the CS, being considerably lighter and with an engine homologation capacity of 3003 ec. it can be legally bored out to 3 3 litres. The BMWs are still expected to be around 165 kgs heavier than their Ford rivels but the 350 to 360 bhp produced from their 3.3 litre engines are expected to make up for that disastvantage, and if the Ricard times are anything to go by, it does seem that their chances are extremely good

BMW's challenge to Ford is not concentrated on one concern, as in Ford's case. BWW factory, and the tuning firms Alpina and Schnitzer, are fielding strong teams of 3.3 hire CSLs

The attack from the BMW factory is being announced today in co-ordination with the opening of the factory's new Motor Sport GrabH in Munich, so more about that in a future Issue. For the BWW factory, Chris Amon will be heading the driver line-up with the fast-rising German ster Hens Stuck Inr Stuck Inr was a strong member of the Ford Capri team last year, winning the Spa 24 Hours with Mass, but has since been signed up by BMWs and by March for Formula 2 Twenty-two-year-old Stuck Jnr has been doing most of the testing for the factory at Ricard, and his capabilities as a saloon driver have been widely heralded. Other drivers in the BWW works line-up are Dieter Quester and Tosne Hezemans with Harald Menzel driving a car in the national German championship against Hans Heyer who will handle Ford's attack in the national German series

Burkard Bovenseipen's Alpina set-up was mentioned earlier, but in addition to Muir's British car, two further CSLs are being built up for the European series, with Niki Lauda

and Brian Muir leading Alpina's driver line-up. Other Alpina drivers may include Gerold Pankl and possibly Jean Pierre Janier, whose name has been linked with one of the BMW Group 2 organisations

Pescarolo and Jaussaud-Schnitzer Surprise news came this week from Josef and Herbert Schnitzer, the German tuning brothers who entered the only BMW which won a European G2 round last year at Nürburgring. Schmitzer are to run two Motul sponsored 3.3 litre CSLs in the entire European series, one car drives by the strong French pairing of Henri Pescarolo and Jean-Pierre Jaussaud and the second car driven by Bob Wollek with hill-olimber Walter Brun Also assumed to Schnitzer BMWs for certain European races are Jacky icks, who will certainly drive a Schnitzer CSL in the Spa 24 Hours, and Rall Stommelen, who is expected to do quite a few races for the team when they don't clash with his Alia sports car commitments, while Ernesto and Vittor o Brambilla will drive a third Schnitzer CSL in the Monze 4 Hours

For each round therefore, the line-up looks like being three works Capris against anything between six and eight BMWs. One of the most notable of the other contestants in certain rounds will be the 7 litro SCA Freight Chevrolet Camero for Frank Gardner and Brien Redman

2 litre class; Ford v. BMW again ? The prospects for the up to 2 litre division in the championship seems a little vague Ford will be running Escores in certain rounds but are more seriously concentrating on national championships for their various foreign drivers. However it is known that the works Escort of Dave Brodie and Claude Bourgoignie will compete in at least five of the rounds, and no doubt other private entrants of Ford Escort BDAs in the country of the race, will take part in that qualifying round, as they do in Britain When the Silverstone Tourist Trophy is a round for both the European and British Championahips

Similarly there are no definite plans for any works BMWs in the 2 little division, although Schnitzer recently homologated a 16 valve head ideally suited to G2 racing. Whereas the works BMW 16 valve engine would be difficult to Install Into a 2002 owing to its different block and having the exhaust and inlet valves on opposite sides of the engine to standard, the Schnitzer engine could be easily installed as the standard block is used. The Schnitzer 2 litre engine is said to develop around 270 bhp, and with this extra power it would be interesting to see how close the BMW 2002s could match the Escort BDAs the GS BMW tuning firm will be running a 2002 for Dieter Bosche Manfred Mohr and in other camps, a Steinmetz single one Opel Ascona 1900 SR is likely to appear for Werner Christmann. The privately run Trivellato Fint 128 team is likely to appear again with cars for Trivellato, Donna, Wendlinger and Mineil

But by this time next year, there may not be any more homologation problems, if the new silhouette racing comes about and with the European Touring Car Champtonship being fought out between two German manufacturers, who fully support athousts racing, it seems likely to happen for 1974 Still, that's another racing season away . . . this one promises to be very exciting for international saloon car racing

Tailpiece . . Escort BDA rivalry between Dave Matthews and Dave Bradie.



ANDY SUTCLIFFE

at the crossroads

By IAN PHILLIPS

Motor racing is a cruel sport in many ways thousands of drivers in the lower echelons of the sport strive to make the top and establish an identity for themselves. Few ever make it Look at any formula three entry list, thereare over a hundred drivers who have reached the bottom step of the final flight of states and that is where the unfair advantages to einto her can A fever can your stars straight away in F3, skill and bravery will take him to the forefront and ready for the next step. He has already proved his natural tments but to move any further requires money, big money, and many of them just cannot net hold of it. They stay in the thoughost training ground there is and just wait Then comes the character lest The strong ones may at the top while the others al why start going downfull as abon as the feeling " well I have not got the re-or senever will have " creeps in Within a cour is of years they sink thto obscur ty knowing ... their hearts they gould be at the top as others more fortunate than themselves "nan a" resp the reward

Andy Sutcl ffe in really at the crossenads n his career. He has had three seasons in Ed. and last year as a works drayer, rea v established himself as one of the tip man is the formula. He had a formula two drive lined up providing the money was there, it wasn't Desperately disappointed he had to find some thing else. "I realise the danger of staying the formula three after a successful year if the results don't go my way people will say I'm a has been However, I've got to take the chance I know I'm good enough to win in F3. and I'm determined that I will win I could have gone into Formula Atlantic to escape the rat race, but I want to get into Formula One eventually and I am still convinced that doing F3 is the best way I shall try harder then ever next year to prove my point, what ever happens I shall not give up and fall nto obscurity "

Andy Sutel ife first naw the light of day 24 years ago (" the lunny thing about it to that I'll be 24 all next year as well!"). At his prep school and public school he was more of an achieve than an academic Rugby swimming and boxing were what he enjoyed most success at while the written work did not really feature too highly "I was not so

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The Concerts was run with I han as support from his parents and prepared his And and a friend, John Richards When he is hey an ruf Andy went balk to wirk as a lar sales man this time in I nin in tweaking he ty neita for riad use he had a me elliciona t with new fell will driver a bo Mac I had a And after selling cars in the same block as Macdonald's garage he left and he ned lerges I from their own compres Company t Convers on As a sire of the con any he de ided to go rung again with another Gine a This time a Grid he sized a lew placings with the car but it was self-prepared and rather unrougher 4 the emit of 164 after a bret he attempth p with a Brighham Bl-1 he brught a new BTuh and after a temple. I have taces crushed it in a big way

p his first F3 care at the Brands Hatch Motor St a .00 and bring a few bones himself, bet a see sign to agree of

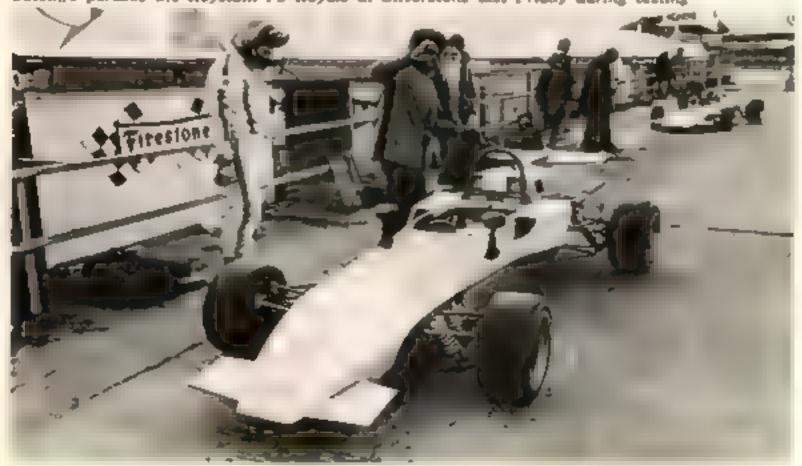
had with his me and the seather rung up they have the short of next They were to the Warner at Lifes Com p to the fact up with a linear 69 a I here are an as a on from which to h h n ted trees 1 45 ver the next the second the same spaced well with a "It alle a serie of a fitch at Thrusten It is to the configuration at Paul and a second a B a h The ame a race at Hockenhe m. wice a 1 sel to ead throughout with NK Landa On the load up as they entered the stad on Lanta athraned Andy into 4 , on a spin and Ands went ever the top of his their tas was twisted but with victually n n new in pair title chass a had to may has way is continued the sawn with the bon car but rever ked like repeating his ea senson form "I just persevered and made a fool of myself because I had no

He managed to buy another Lotus at the beginning of 1971. "I got a reputation for always going off, but I do not consider it really fair. I did not go off on my own accordapart from once at Brands when I was leading Basically I had quite a sound year with a lot of seconds and thirds " However, towards the end of the year money was scarce again and he was missing races and so on before virtually out of the blue came the offer of the works LIRD

Warner had of course sold Andy his two Litures and was impressed by his potential as a driver and by the support from his family However, Andy points out that contrary to popular rumour his family did not put anything financially into GRD at all. " It was a full works drive and they prov ded everything it was probably the last genuine works F3 drive that there will over be and I m honoured that GRD chose me Success at that point was vital for both of us. I could not afford to carry on as a privateer and needed a proper team behind me and they as a new company in a very competitive field needed success also. It was certainly the best thing that ever happened to me It gave me e responsibility and for the first time in my life I was really able to put everything into motor racing without any worries. We were ucky that everything came right. The car was good and the team were good I think I did my bit by winning five races, obviously \$ was not satisfied with five, I wanted to win them all, but it was certainly my best ever year and I'm very grateful to Mike Warner and GRD for everything"

Andy also had a one off drave in the development GRD F2 car at Oulton Park, finishing sixth. Plans were then is d for an F2 season with a GRD in 1973. However, works drives in F2 with no money put in are unknown these days and despite efforts by Mike Warner, Andy, his mother and sunt throughout the winter the money could not be found





and the plant fell through and Andy parted company with GRD. "I was of course very disappointed, not only because I would not be going into F2 but that I would not be driving a GRD. However, over the years I have learned to live with setbacks in motor racing and this has made me more determined than ever before to make it into F1 I don't really mind what in but it would be nice with a GRD."

The news of the spirt came at the time of the Racing Car Show by which time all F2 drives were gone and there was little choice but to do F3 again. "I really saw the value of last season when I had a great number of offers to do F3 from other people, even though I had no money to put into the project myself. John Reynolds of Reystan Racing had Shell aponsorship to run an F3 team and he approached me very quickly to run is a two car team with Masami Kuwashina. The choice of chassis was left to me and I have chosen Royale. Tom Pryce put in some very good drives with the car last year and so I went along to see Bob King. He had not got any plans to run a works F3 car this year as he wanted to concentrate on Atlantic and said that he would be very happy for me to have a works supported car run away from the factory. He has done us a very good deal and we can use the factory facilities whenever necessary and I feel that the team will be very successful. I have tested the car at Suetterton and Silverstone and was very Impressed with it. I have not signed any contracts, however, as I hope that my stay in F3 this year will not be permanent I aim to win at least one championship. having missed the Lombard so narrowly last year (he finished third after leading throughout the year until the last race when he got involved in somebody's sise's accident and failed to fin sh), but I am grateful to Bob King and John Reynolds for leaving the way open for me to talk to other people and test other cars with a views to moving into F2 and ultimately Fl. There are already one or two possibilities on both the sponsorship side and available cars. The disappointments of the past three years have really made me more determined than ever to make it and not to give up having got so far I can't stop now. In the early days I thought it was & laugh, I liked the birds and booze too much. Last year taught me what serious motor racing is all about. I like it and I'm going to make a success of it."

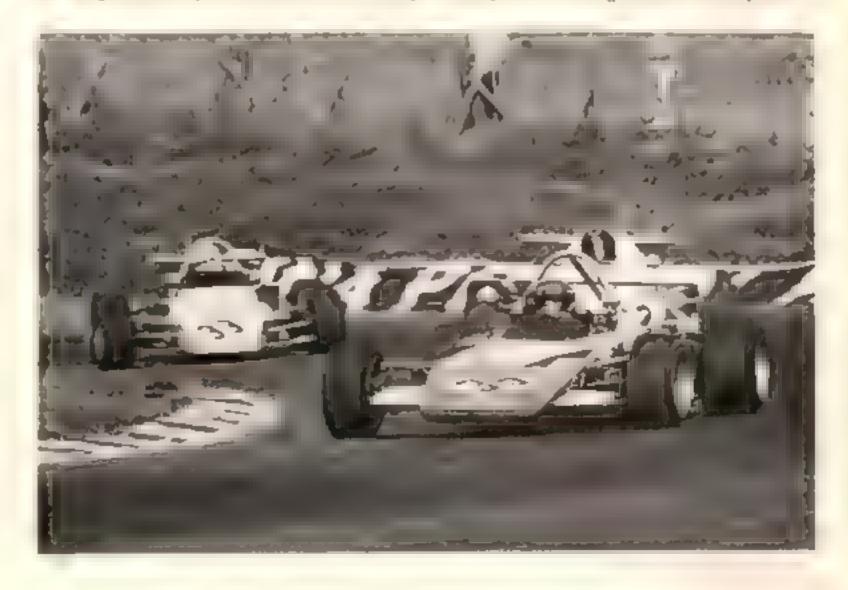
Andy has been a full-time racing driver since the beginning of 1971 when Compact Converstons was disbanded as he and Macdonald needed to expand to make money and had not got the capital to do it. " I feel that I cannot go motor racing properly unless I devote all my time to it, even in F3. I don't think you can afford to work. Last week for instance i had to drive up to Norfolk from south Kent on Monday ready for testing on Tuesday Obviously I could have gone at the crack of dawn on Tuesday but I do not think I do myself or my employer justice if I don't turn up fully fresh, and if I have driven 200 miles on the road beforehand I obviously will not be at my best when it comes to driving the racing our and that's the most important thing I went testing all day Tuesday. I stayed in Norfolk on Tuesday night and went to Royale for a fitting in the car on Wednesday before going to Firestone to get some tyres fitted. Thursday was spent at Reystan sorting out details of races and so on and then I went to Silverstone for more testing on Friday Of course during the actual season Saturday and Sunday are taken up with the races them salves and sometimes weekdays are taken up travelling to the circuit if it is abroad as well as testing and so on. What employer is going to take you on in those conditions anyway? I've never really made a living out of motor racing, if I lived like a pauper and had maybe one good meal every other day then I could just about be self-supporting. However, I live at home with my parents, who with my aust. have supported me throughout. I can't expect them to continue doing so and that's another reason for me wanting to make it to the top so badly, just so that I can live properly, not extravagantly, on my own earnings."



Early days for Suicliffe in his Ginetta G12 of Lydden



Sutcliffe had a GRD with Holbay power for 1972, Below, he is seen leading Rikkt von Oper and Tony Briss in a Lombard round. He very narrowly missed being Lombard champion.

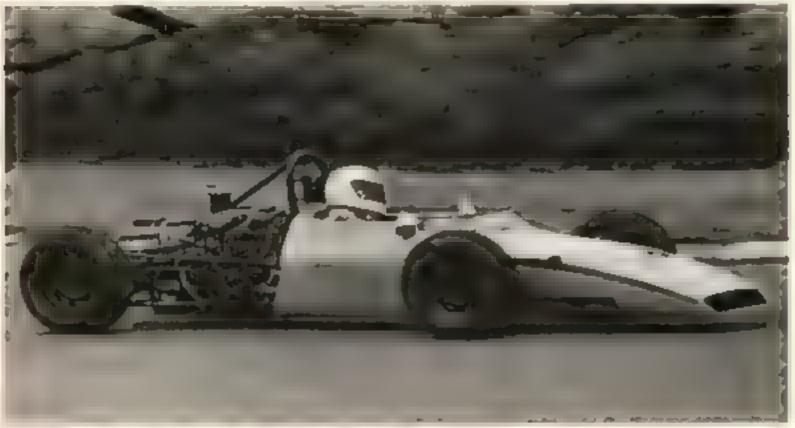


From hard times to success

MIKE KETTLEWELL traces the Elden story

Brian and Peter Hampsheir are the menbehind Elden racing cars. Thirty-three-yearold Brian is fully employed on the administration side at the almost returbished 2,500 sq ft workshops at Wrotham Hill, Kent, but younger brother Peter (31), the designer works only in his spare time as he is fully employed with the Anglo-American Mining Co. They have five full-time employees: three febricators, a production manager and a storeman the formula seems to spread to new countries. However, they see Formula Ford as merely a bread-and-butter market and their aim is to extend into the Formula 3/8 Atlantic field in a big way in the near future

Despite expansion plans, the brothers continue to tread carefully. One of Poter's favourite sayings is "Our main bus ness is survival." Another is "Cars for eash," meaning that Elden do not entertain cut-price deals



Ted Wents tested the latest FF Elden at Brande Hatch on Sunday

In May 1972, with orders for the Elden PHS Formula Ford our licerally overwhelming them, Brian and Peter took the plunge and moved their "factory" from New Ash Green to Wrothem Hul. Previously all parts necessary for Elden racing cars were collected in a workshop and sent to one of two or three rule de people who assembled them in lock up garages for a fixed fee. Brian explained "No one up until then had used this type of about We effectively used outworkers as in the clothing industry. It kept overheads downtoo, which was essential. We had no wish to repeat the bitter experience of trying to expand production without suffic ent expita-Our years of failure taught us far more than our years of success

Last year E den built and soid 34 Formula Fords, the vast impority finding a home in the United States. Others went to Malaya, Holland and Great Britain. This year the order book contains 40 cars, many of which have already been delivered. The total comprises 37 PH10 or PH10A Formula Fords. two PH12 Formula its and one PH12 Formula 3. No more orders for early did very can be accepted for the elma being as the Elden production line is booked up until early June but the Hampsheirs expect the total production run for the year to reach the 100 mark

'We have letters of intent for 125 cars from our distributors in the United States (where we also have four dealers) Canada, Germany and Austria, Negotiations are currently under way for a distributor to be appointed in Scandinavia, while it is possible Eldens may be built under licence in Argentina to satisfy the hungry South American market," Brian disclosed. "Already we are finding the present premises cramped. We ought to have a bigger production line, so we may be looking for larger premises before the end of the year."

The Hampsheirs believe that the huge market for Formula Ford cars will continue for some time to come. Most of their custoor lending chasses for a season. At £1 350 the Eiden PH10 is not the changest Formula Ford car, but the Hampsheirs explain that theirs is a realistic price. Brian continued "The price reflects the true cost of building the car, and so do our spares. By and large these are cheaper than our rivals, so taken all round the Eiden is a good buy Another car might appear attractive at £200 less, but this—and more—can be lost in the purchase of spares." Fiden have approximately £30 000 worth of spares in stock

This year the Formula Ford car will be sold in great numbers. The PH10, first raced towards the end of 1972, is a logical development of the very successful PH8, incorporating approximately 50 detail improvements

The anti-dive in the front suspension has been reduced to give a more progressive feeling under braking and the anti-squat reduced at the rear to improve traction out of fast corners. The bodywork, designed by Bob Curl, has been improved for better panetration with better ducting for cooling and the rear-end has been fully enclosed. Attention has also been made to driver comfort and serviceability. (The Falconer body used by Johnny Gerber last year can also be specified. This is the Elden PHIOA.)

Two works Elden PHIOs, once again with sponsorship from Cathic Steel Lintels, are to be raced. Drivers are Americans Ted Wentz and Denny Shattock. Wentz impressed in the United States that year, while Shattock drove an old Titan to some good placings in British Formula Ford events, Under the Elden International Racing banner Pato Gutterez-Nunez wit race a PHIOA with Argentinian YPF spinsorship

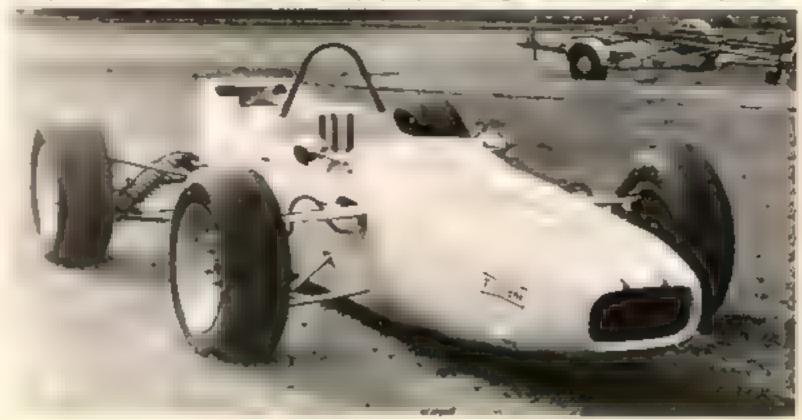
Twenty-five-year-old Mike Catiow, E.den's production manager, is to race the Holbayeng ned Elden PH12 Formula 3 car If a sponsor can be found a well-known name would be run in a second car The prototype Formula 3 Elden, the PH9, appeared twice last year It didn't set the Formula 3 world on fire, but at both Brands Hatch and Snetter-ton Catlow ran midfield and each time qualified for the final. The oar has been tested by Tony Trimmer who proclaimed it was "at the least as good as any other Formula 3 car Russell Wood and Val Musetti have also driven it

Lucking in the corner of the smaller firstfloor workshop, where the production line of a ngie-seaters to also housed (down stairs is reserved for the team machinery) is a new sports car project, the PHIL Eiden bought back the ex-Formula F100 PH7 project from Clarks Sturdgess and have transformed this into a semi-monocoque Group 5.7 car for the 1300 oc class Some interest has been aroused in America, while a 1300 oc sports car class also exists is some European countries

Historically, Elden has a chequered background Brian Hampsheir describes himself as "motor racing a original nutter," as upon leaving school in 1957, he has always been involved in the sport in some way. Peter, 18 months Brian's junior, was—and still is—more castions by nature. He went to un versity and gained a degree in engineering—he is a BSc CEng MiMoche. At 16 Peter designed his first car, a sports-racing machine The brothers used to carry the chassis up and down the road to the local welders, but the Mk I was never finished

Brian Hampsheir was introduced to motor sport via a girl friend. She went out with someone else who pretended to be a racing driver he kept press-cuttings of someone with the same name! This led to the pair of them going to Brands Hatch with a standard Austin A35 and Brian proved the quicker by some way. So in the late 1950s and early 1960s

The first Formula Ford Elden PHS was of spaceframe design with inboard front suspension



Brian became a racing driver, financed largely by his father. "My racing career was marked with mediocrity I always ended up buying last year's cars and was never remotely competitive. For instance, in 1963 I bought David Eva's 1962 Fred W Dixon champion ship-winning MGA twintam and was beaten by Lotus Elites and Elans." He started with a Sprite and also raced an MGA, the twin cam, a Lotus 7, a Jaguar 24 and even the ex-Mike Spence Formula Junior Emeryson which blew its engine in its first and only race. During his racing career brother Peter usually prepared the cars—"akhough not the engine of the Emeryson."

Brian's last race was with the twin cam at Goodwood in 1963. Gordon Spice's Morgan Plus 4 spun in front of him at Fordwater and Hampsheir collided with it. Shortly afterwards he had a road accident and dictors refused to give him a medical certificate to resume racing. However, he had £1,000 compensation and was determined to stay in the sport. Entering a car for someone also to drive was too expensive and it transpired that he and Peter decided to build a Formula 4 car. They had seen a Johnny Walker JW4 on test at Brands Hatch and reckoned they could build something better

The Formus 4 Briham PH2 took nine months to build. It was of advanced design, a glassibre and Mallite monocoque. Peter Orr, who was at that time manager of Piper Cars & Engines at Hayes, Kent, drove the car in 1987. The Briham was very quick, but the Hampsheirs could not afford the Triumph Bonneville engine and made do with the 110 unit which was notoriously unreliable. Brian recalled, "During the season we only finished about two races, although the car was always fast while it lested. The other times it blew up. I think I bought eight or nine barrels that year."

During 1968 five replice Brihem PH2s were built and sold to the United States. The PH3, a spaceframe Formula 4 design, was completed but never raced for financial reasons and the PH4, an imp engined Formula 4 based on the PH2, was shelved halfway through construction. And the PH5, a Mallite-chassis Group 6 sports car, never progressed further than Peter's drawing-board

In 1969 the Hampsheirs received backing from John Thompson, the head of a South London motor accessory company, and built their first Formula Ford car, the Elden PH6 The name "E den" was chosen as Thompson wanted the brothers' venture to have a new image. The prototype was, in fact, the PH3 Formula 4 spaceframe suitably adapted. First time out at Lydden Hill, rally driver Peter Hilbard at the wheel, it finished third behind winner Geddes Yeates' Merlyn Mk LiA and Richard Cardew's Titan Mk 4. It was, how ever a hard-won third. Hilliard was forced to start from the back of the grid after practising out of session. John Brick bought the car and has raced it ever aince, gradually updating it so that by now it's almost Mk 10. Six production PH6s were built and sold to the United States.

At the end of 1969 the Hampsheirs decided to branch out into the newly-announced Formula F100 and introduced the PH7 Three chassis and sets of suspension were built but John Thompson died and the association with his firm lapsed. The F100 project was sold to Clarke Sturdgess and the care, named after Sturdgess, proved seasonably competitive in the hands of Chris Lee and Mark Cole

Bran Hampshelr continues the story, "In 1970 we decided either to get out of motor racing or do the job properly. We chose the latter course and built a new car broadly modelled on the PH6. Basically, it was simplified using bigger and less tubing, but was still refined for a Formula Ford, and the front suspension was put outboard—the PHS had inboard dampers and rocker arms. The short wheelbase at 84 Inches, and forward driving position were retained as we knew this was the right way to go." In August Brian was introduced by his bank manager to John Brise, former 500 ec Formula 3 driver, stock car world champion, karting exponent and Formula 4 driver The original idea was that

Brise should put some money into the company, but the eventual outcome was that John's 18-year-old son Tony bought the first of the PHss

First outing was at the January 1971 Rucing Car Show Trophy meeting at Brands Hatch where former karting king Brise scored an excellent third place. A win at a sprint meeting heralded a string of 33 race wins with the Elden. Brise changed to a Mer yn at the end of the year, his 17 year old brother Tim (enother karting ace) inheriting the Elden and continuing winning form Formula Ford rivals maintained a close watch on Tony Briss. They know he was good, but was this the only reason for the Elden's success? At the end of the year former Mer lyn man Colin Crang and former Paleser pilot Mike Catlow purchased Eldens and mmediately became front runners. Now everyone knew the Eiden PHH was an exceptionally good Formula Ford design. Drivers were unan mous in their praise for its excellent handling qualities

This was the turning point for the onetime shoestring concern. The orders began to come in so quickly that, as mentioned at the start of this feature, in early 1972 the Hampsheirs had to set up proper production-line facilities for their cars instead of giving kits of parts to outside labour to be built up Although Elden care didn't win as many races last year as they did in 1971, they managed to win the piajor ones which kept them in the forefront of Formula Ford. Mike Catlow's Catnic Steel Lintols PHS won at the prestigroup Race of Champions meeting, Johnny Gerber's Formals Ford World Cup victory with the Ippokampos PHIOA was especially impressive; and Tom Pumpelli, the US distributor, won the very important Daytona race

with Danny Sullivan's car fourth. Numerous successes were scored in Formula Ford championship qualifiers throughout the world. The three-car team of Catnic Steel Lintels works cars—"works" in as much as the drivers owned the cars but were given part of the sponsorship money—comprised Mike Callow, Chris Smith and Danny Sullivan (also Tim Brise at one time). The aponsorship deal developed after a representative of the Welsh steel hotels firm anguired at the Elden stand at the 1971 Showboat how much it would cost to put the firm's stickers on the a de of a car. They were obviously impressed as they are continuing for 1973

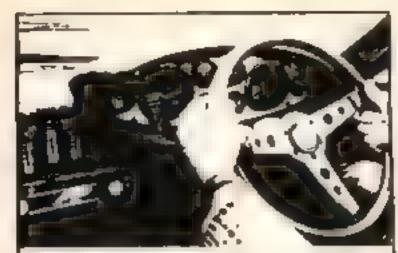
It seems natural that Eiden should develop into a larger concern offering a variety of cars. The Hampshorn feel that the promise has been there for some while but that luck was often against them in the dark, early days. Certainly Brian Hampshelr appears to have the drive and resourcefulness to plant the name well in the public eye. Peter Hampshelr may be a part-time engineer, but he has shown much original thinking. The brothers were flattered to read in last week's AUTOSPORT that the new Formula 1 McLaren M23 has a forward driving position and a short steering rack-so has the Eiden. They would like to think this is a confirmation of their way of thinking

Brian Hampsheir concluded the interview with thoughts on the future, way over the mmediate horizon. "You know," he said, "racing manufacturers tend to develop more slowly than ever racing drivers. I have felt from the start that Tony Brise is a potent all world champion and it would be nice one day, possibly in the late 1970s, for him to be associated with us once more to drive the Formula I Biden..."



The first of the Hampsheir brothers' products was the Formula 4 Briham-Triumph PH2 with 650 co engine (above). Chris Smith (below) was one of the successful Catnic Steel Lintels team in an FF Elden PH8.





Road test/John Bolster

[love small cars. Though I have owned a good many big ones, there is something enormously impressive about the performance of a really good little 'un-and some of the babies are almost incredible these days On British roads, a good small car takes a lot of beating

The subject of the present test is the Renault 5, in this case with the bigger 956 cc five-bearing engine, disc front brakes, reclining sents, and an electrically heated rear window With all these things, it becomes the STL, and though not particularly cheap for so small a car, it is far more desirable than the basic 845 cc model. The body is a three-door with a large tailgate and a folding rear seat, so that it is really an estate type, but this is not apparent from the outside, the appearance being very attractive for a small saloon. A folding shelf covers the luggage when the car is used as a four-seater, but disappears when the rear is converted to a van in a few

The suspension is by torsion bars, mounted longitudinally with wishbones in front and crosswise with trailing arms behind. The engine is behind the front wheel centres and therefore lives partly in a little box between the driver and passenger, which does not improve the accessibility, though this is tolerable when the spare wheel has been removed The gearbox is therefore right ahead and has an Ordinary vertical gearlever. This is solnted at the top to a sort of walking stick that projects through the dashboard, a simple arrangement with no apringiness or lost motion which gives the best gearchange on any front-wheel-drive car

The seate are rather short in the cushion, giving less support to the thighs than those of other Renault models, but the adjustable seat backs are very well shaped for lateral tocation, an excellent point. The steering wheel is well placed but the pedals are rather obviously a conversion from left-hand drivea little bending here and there might make a lot of difference. Wide doors make the car gasy to enter and the seats are covered in a tough plastic that is easy to wash and practical if not beautiful

An instant starter, hot or cold, the engine



On British roads, a good small car takes a lot of heating

Miniature estate from Renault

pulls well at low speeds but it also reve easily up to 7000 rpm with remarkably little noise and vibration. It is incomparably more refined than the Renault engines of a few years ago and there is no harshness or booming at any part of the range. Of course, no small car is silent by Rolls Royce or Jaguar standards, but the R5TL is probably a little guleter than any of its immediate rivals. The transmission is silent, too, and the brakes are only audible when cold. There is virtually no wind noise and very few road surfaces cause a noticeable rumble.

About 85 mph is the honest maximum speed, with 80 mph as an easy, all-day cruising speed with plenty of throttle in reserve must emphasise the excellence of the gear change, which can be as quick as that of the best motorcycles. Not only does the lever move with great case but it is also out of the way, never getting caught to the passen ger's rug or maps, as so often happens in amali cara.

The suspension at first feels fairly strongly damped, especially by Renault standards, but in fact the ride is really excellent. The car does not seem to alter at all in ride or handling, whether it is fully laden or only the driver is abound, this is a remarkable technical achievement with so small a car There is a fair amount of roll when the R5 is cornered really hard, but not half as much as the R4 exhibits, for example. One expects impoccable stability in side winds with a frontdrive car and this proves to be the case.

The location of the engine may weste a few inches of space but it gets the weight exactly where it is wanted. The little Remark never for one moment feels like Josing its front and and ploughing straight on, even on really greasy corners Perhaps it is on wet roads that it is at its very best, but it feels well balanced on all surfaces. As handed over to me, the car had rather soft tyres, but a few strokes of the pump gave lighter and more sensitive steering with no disadvantages





Weight is exactly where it is wanted.

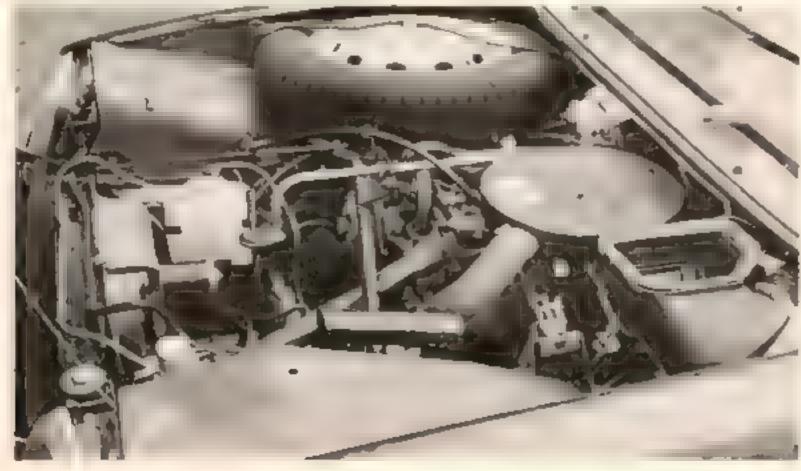




The appearance is very attractive for a small saloon.



Three-door configuration for three dogs. Low-load platform will be appreciated by animals. Typically Renault under the bonnet (below).



The speed and weight of a vehicle like this pose no very serious braking problems and the disc/dram layout is more than adequate, though emergency stops call for quite considerable foot pressure on the pedal.

Perhaps I have over-emphasised the sporting characteristics of this utility car. The dual purpose body earns full marks and I kept finding jobs for it that called for an instant conversion into a miniature truck. After three large and muddy dogs had travelled in the rear compartment, I washed the flat surfaces in a few minutes and all was as good as new. Incidentally, the exterior of the body is also particularly easy to wash, the smooth shape having no grooves and decorations to hold the mud. The rear window keeps quite clean on wet motorways but on muddy country roads it tends to collect the dirt

The heater is powerful and effective, the separate cold air iniat in the centre of the dash panel being simple and easy to regulate. The rectangular headlights are a French speciality and work well, giving a powerful flash in daylight to awaken sleeping motorway drivers. The plastic bumpers can take parking accidents in their stride without damage. Higher speed accidents may destroy them but they are cheap and easily replaced. Personally, I prefer their appearance to that of the usual bright metal bumpers and they are easier to clean.

The Renault 5TL is a miniature estate car which most families would like to own. It is small enough to be nippy in traffic with sufficient acceleration to exploit that advantage. It's ride and roadholding are outstanding and by small car standards it is not at all noisy it's a bit pricey, but you can't get a comparable three-door for less, unless you accept lower performance and more noise. Some French cars are happier on the wide open spaces of la belle France, but this checky little thing suits England admirably Apart from those pedals, and the door locks which can keep you prodding, fiddling, and swearing in the rain, there is little indeed to criticise in this well-made car

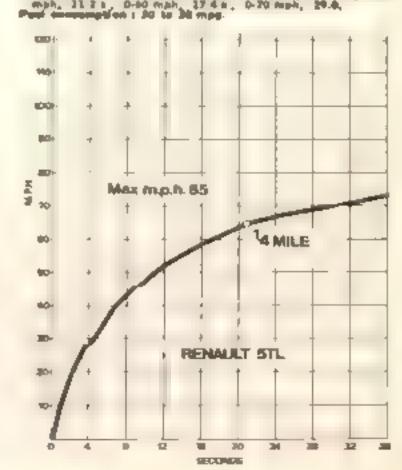
SPECIFICATION AND PERFORMANCE DATA

Car tested Renault 3 Tt. three-deer asless. Price 1929, including the Engine Pour cylinders 60 mm a 72 mm (936 pc) seminates on ratio 9.72 to 1.43 bits 61.550 rpm pushfud-ets sind overhead valves. So he demodrately terburatter Transmission 2 ratio day plate cluster four speed established omisse gas box with despected control ratios 2.11, 46, 2.24 and 2 bits, mire been fine days, ratio 4.225 to 1, comment velocity disversality to from both

Chamber Combined start hody and chames, neighbordent front suspension by alshibunes and torsion bers with anti-roll for rack and on on affecting adopted treat subsent on by the ng arms and torsion bers, harmoopic dampers a round disc front and from the brakes he can atom disc wheels, fitted the choice ZX 143 ab ration by types

Equipment 12 web light by and parting speedsmires, find gauss retimines heating, demosting and sent attention system electrics a heated rear mindow, two-speed windscreen supers and mathematical flaming direction for autom

Démontrant Wheelbase (right) 7 ft 9 ft in, (left) 7 ft 11 in, track (from a ft 2/4 in, track) 6 ft 1 in; describ 1 ingsh 12 ft 15/2 in with 3 ft might 16ft to performance. Man num street 23 mph 2 seeds in quarter in a 20 5 a Acceptation—0-30 mph 4.6 pt 0-30 mph, 11 2 a, 0-10 mph, 17 6 a, 0-70 mph, 20 4.



WILSHIRE

They say that all good things must come to an end, and the traditional Wilshire Trophy Trial site finally became unavailable this year, a loss to the sporting trials community which it was difficult to underestimate. The new site for the trial at Longnor, near Buxton could scarcely be more different, with rugged hills set among the treeless Peak District Host club, the Mid-Cheshire Motor Racing Club found a dozen hills among the steep inclines made available to them.

Semporit BTRDA and RAC points attracted a field of 28 cars, half of which were despatched to the first hell while the "even " numbers wound their way to hill seven The attainment of forward motion after the initial start was to test nearly all of the contestants as the wheels spun usclessly on the greasy surface. Those early on the bills were avariably the most successful, the late comers meeting adhesion problems at increasingly lower levels. A look at the lunch time score cards sent many faces a brighter shade of red than the elements warranted, Jack Pearce in the familiar Kingraft leading the field with a score of no less than 83.

If evidence was required that low scores were hard to come by there were three drivers sharing second spot with 98 points, Lol Hart (BMC Special), Ron Kemp (Kincraft) and Tony Marshall (Cannon). A mere mark in arrears came the Dryad of Ivor Portlock with John D bble's Cannon breathing down his exhaust pipe with 99 Don Williamson showed well in seventh spot (100 lost) in his much modified Doncan while neither Gordon Jack son (fbex) nor Tony Harrison (Kincraft) were finding the course at all to their liking.

While several competitors must have been



Ron Kemp's Kincraft finished fifth

praying for the mechanical grembins to inter venu to save them from continuing misery only Tony Mace's prayers were answered his mafire of the previous week remaining loval on this occasion

To the credit of the Club a great deal of work went into modifying the course during the short lunch break, but they failed to close up the markers to an extent where a modest improvement in performance brought with it improved marks. Drivers were able to climb several yards higher than their fellows without passing another marker, and where inches were hard so come by there was little an couragement to the higher numbers to struggle up the appallingly suppery banks

Few drivers can compare with Lot Hart over grassy bunks, and with the added advantage of starting second of the "evens" the maestro soon began to creep to the top of hors which had not felt the imprint of a tyre all day. With the loss of only 39 points his second round was the best of the day and sufficient to win for him the main trophy by a single point from Jack Pearce who had the added d sadvantage of following " Screaming " Gordon Jackson, a past master at taking the top off any surface !

Third placed man, Ivor Portlock, might well have seen a better result had he run in the same group as Hort and Pearce, but by the time he reached hills one to six on the second and final round the surface was non existent Farlier in the day the competitors had been "cleaning" these sections with regularity Tony Marshall found less grip than his riva's and slipped two places while both Ron Kemp and Don Williamson finished their day higher up the award hat than for many events past

I do it in a few to the second of the second

Iver Portlock and wife hard at work in their Dryod





CLUB CAMEO

The Herts County Auto & Aero Club is one of the oldest motoring clubs in the country being formed in 1903, In fact of the 800 odd recognised clubs of today, only four were active in 1903 when the club was founded and the minutes of the very first meeting are still retained to substantiate this claim. The club's original aim was to band together the county motorists to fight the increasing number of speed restrictions which a conservative-minded population wished to inflict on the crazy horseless-carriage owners, the first crusade being against a proposed 10 mph speed limit in St Albana

The sporting side of the club developed rapidly and in 1904 the first Aston Clinton hillclimb was held attracting most of the famous drivers of that are including Lionel Martin. Another of the club's early activities was a rally in which competitors had to follow a manned balloon as it drifted across the countryside. It was this event together with a nucleus of flying anthusiasm which is stall evident in gliding activities of some members, which prompted the Aero part of the title

In 1913 the Herts County team swept all before it at the RAC's Brooklands meeting In those days the club hadge was a magnificent silver stag hoad, a diminished version of which still graces the club insignia. The awards were in keeping with the badge. A class win was rewarded with a solid gold medat, and challenge trophies presented to the club over 40 years ago are still for the winning

During its many years, the club organised meetings at Beechwood, Tempsford secodrome, on the promenade at Ramagate and Harleyford and more recently at Brands Hatch and North Weald. Between the years of 1953 and 1963, it promoted the Wembrook Hay hillelimb which soon became an RAC Hillelimb championship round although the venue was unfortunately lost as a result of the landowner refusing to grant further permission. But the current main activities of the club are associated with sprints and hallelambs. The club was privileged to have sole use of Brands Hatch at one time for their annual sprint but due to financial restrictions this has now been transferred to Silverstone.

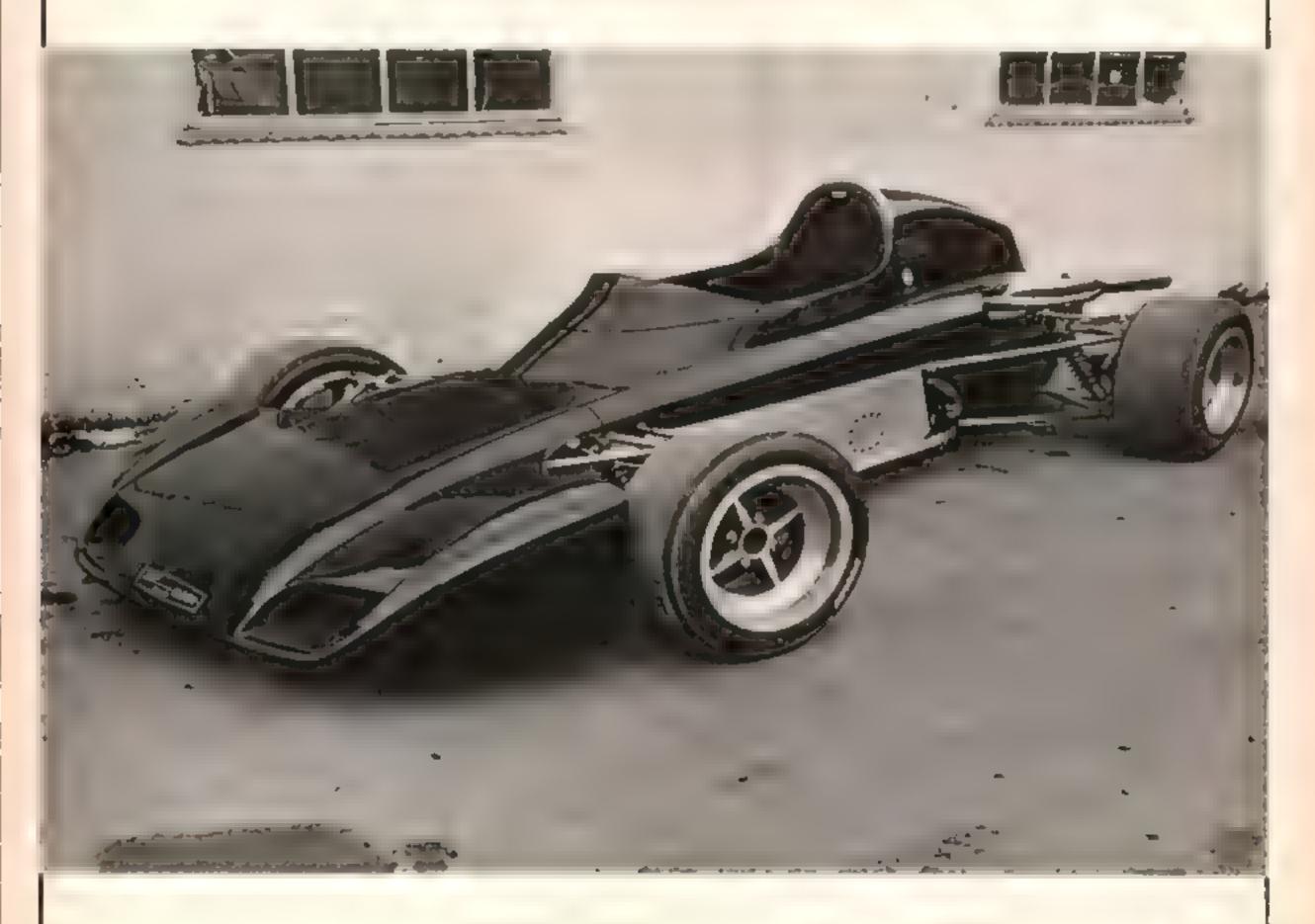
in the past, the club has promoted large scale 200-mile railses kies the February Ferment but with the present restrictions on rallying, the club formulated the less competitive hunt-the-marshal type of night navigation trials and is a leading club in running these type of scatter events, Marshals have been known to disguise themselves as all menner of beings, ranging from gamekeepers, complete with shot gun, to recordings of express trains in disused tunnels and many a humorous tale is told after taking part in these events.

For 1973, the club's main events are the Ace of Herts trial on April 7, a round in the RAC sprint champlonship at Duxford on June 17 and a round in the Silverstone sprint championship on November 10, Their current membership stands around 270 and past members have included David Good, Arthur Owen, David Boshier-Jones and Lord Essendon.

Brands rallycross?

Following the success of this year's winter rallycross series at Lydden, John Webb of MCD was talking enthusiastically about this form of motor aport last week, and it is quite possible that we may be seeing rallycross at an MCD circuit this year, probably Brands Hatch.

ELDEN





DESIGN FORMULA

Wrotham Ltd., Wrotham Hill, Wrotham, Kent.

Telephone Fairseat 823164/5

Autosport Guide to Renault Dealers and Distributors

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SPORTS EMBA

Winning combination



Ford twin-com engine which powered Don Gilham's Mint to winning the Lydden rally cross series. Gilham will be racing it at Lydden this Sanday

New championship at Aintree

Aintree Circuit Ciub will be staging three meetings on their 164 mile club circuit this year, on April 14, July 28 and September 15

Special race for the first meeting will be an Esso Unific and Brook Hire Trophy for modsports and special saloons over 1150 cc There are two new ACC championships with sponsors this year, the Duckhams Trophy for formule libre and the Brook Hire Trophy for special saloons. Added to this is the second year of the Esso Unific Trophy for modsports and the Aintree Trophy, which is donated by Mrs Mirabel Tophum to cover all classes raced at Aintree All the sponsored champion ships are well supported financially with prize money in each of the three rounds, as well as the end of season placings

A popular side of Aintree CC's Involvement with the circuit is a practice session which is held every Tuesday evening between 6 pm and 8 pm. Conditions are similar to those at race meetings with scrutineering and marshals and the practice periods which are very well supported, will be starting this year at the beginning of April

Great Scott!

Bob and Sylvia Scott took their Imp to a popular win at Gt Yarmouth & Lowestoff MCs fourth Herringfleet production car trial at Somerleyton, Suffolk, on Sunday, February 18 The only sports car entry, Ken Kent (MG Midget), did battle with the conventional seloon competitors and won by a large margin of 14 points from class favourite John Holder's b g-engined Escort. The fwd class produced a tie, Vic Mears (Clubman GT) and Bill Hammond (MG 1100) and Derek Brown (Cooper) all producing rounds of 32, the tie-breaker giving the Clubman the decision. Mick

Sachs and Ric Exchorn were also level on 36 with Sachs getting the advantage by dint 1 test two, again a climb round the oak 100

Salvia Scott had a great second half run and by the last test she was level with husband toob. The last hill had a very tracky down hill turn and Bib persuaded the front wheel I the Imp to give one more turn, his results in any 14 giving him victory by one mark to make the first angle of the salving him victory by one mark

Yorkshire lead

The Yorkshire SCC, orginators of the Sheld Mt. League, moved into top place after the first round, an aut test meeting in the Leeds area on Sunday, February 18. Nine events ranging from a sprint and a production cartrial to a special stage rally and a hillclimb will decide which club takes the top award I £50 at the end of the season.

Each coub can nominate up to five drivers in their team and there was an excellent furnout for the BARC's autotests with 11 clubs and 52 drivers taking part. After 18 highspeed tests on industrial sites YSCC came out on top with 4119 pts and also provided the overall winner, Rawdon company director fordon Chippendale in a Mint 1275 GT

Class winners were Geoff Stewart (Min.)
Huddersheld MC, J. L. Pape (Mins), Sheffield
and Hallamshire MC, Alian Forrest (Ford
Mexico), YSCC, Norman Milligan (Imp), likley
and DMC, W. C. B. Doughty (Cortina GT)
York MC, and Mick Moore (Spitfire), Huddersfield MC

the next round is a sprint at Topchife aerodrome organised by the MG Car Club on April 15.

Jackson wins at Pott Row

King's Lynn & DMC returned again to the infamous Pott Row Quarry for their first production car trial of the year. Twenty four climbs tested the good-sized entry on the very rugged and spectacular site, with Geoff Jackson in his Sprite-engined Morris "8 Fourer showing everyone the art of trialling as only Mike Turner (Renault) managed to get within a reasonable distance of Jackson a score of 16 penalties. Four hours after the start the Minis of John Webber, Ivan Cunning ton and John Davy were still only separated by three marks, Webber's 1275S leading the group with 51 marks. Mike Turner dominated the rwd class with his Rennult, while Ju. e. Mortlock took second and the Ladies Award

Continuent of Co

Northern Championships

The BRS. C Northern centre are again staging their Northern Clubs Formula Ford Championship for the Tare Trophy and the Evening Post Trophy Overall winner earns himself 6200 and the winner of each round will receive a surprise award from Tates—surely not an evening out with Chris Meek! There are 14 rounds in the championship at Croft Rufforth and Cadwell and the best 10 results cant

Another BRSCC Northern centre series is the one sponsored by Esso Unific for special saloons, which will be run in addition to the northern series sponsored by Wendy Wools There are 13 rounds at the same northern circuits and the end of term cash awards will be £35, £20 and £10 for the first three finishers in each class Points will be scored in three classes, up to 1000 cc, 1001 to 1300 cc and over 1300 cc.

New sponsors at Ingliston

The major championship at Ingliston this year is for special saloons and is sponsored by Lombard North Central Ltd. The championship will carry a \$600 prize fund with \$300 going to the championship winner.

The Islangton formule tibre championship is being sponsored by Wimpeys and the Wimpels fibre series will have a champion ship prize fund of £500

Another new Ingliston series is a Formula Ford championship sponsored by Rothmans, and Rothmans are to support the entire meetings on May 13 and October 14 Burman will sponsor the April 15 meeting and SMT are backing the July 22 meeting.

One of the major improvements at ingliston this year is the surfacing of the circuit and this will be included in time for the circuit's first meeting on April 15

- There will be a new face among the hill climber racing car regulars and this is Chris Crainer who last year won the Sheft Londers Championship and a host of class records with his L2 Mk 11 Chris has purchased a March 712 and will use it with a Hart BDA and will be in the same class as Mike Hawley who is relating his Brabkam BT 35 for another season
- This Sunday, March 4, Cambridge UAC are staging their annual sprint meeting at Snetter-ton. The restricted event has again attracted a full entry and is a round in the LCAMC sprint championship. First runs start at 1 pm
- With the long line of postponements of Sporting CE of Norfotk's winter Production Car Trial finally ending in cancellation due to unavailability of a site it is Cambridge CC who bring the season to a close with their co-promoted Hallen Trophy Trial at Godmanchester Commin. Hunts on March 4 As well as the conventions, PCT classes the meeting contains categories for 4wd vehicles and RAC Trials formula cars First of a min mum if 18 climbs scrabbles off at 10 30 am

Ford Rallycrass convoy of John Taylor (Escart) and Rod Chapman (Capri). Both will be trying to win at Lydden on Sunday



SPORTS SMILL

Judgment on trials: A look at production car trialling





Production trialists Mike Stephens (left) and Mike Harrison (right)

On Sunday, March 4, one of the biggest production car trials of the year takes piace, the VT Fellows national trial. Organized by the Shenatona & District CC, the VT Fellows is a BTRDA championship event for the RAC trials championship.

The event is at Brookfield Farm, Tatenhill, Barton-under-Needwood, Staffs (128/196209)

and storts at 16 am.

To coincide with this major event, we include in these pages, Derek Hill's brief guide as to what's involved in production car trialling and a profile on the undisputed production car trial champion, Bill Moffatt.

A good way to start

"Where should I start in motor sport?" I have been saked that question more times than I have had meals with the Queen (which is not often), but on the odd occasion that someone does ask my advice I invariably

suggest production car trisis

Why prod trials? Simply because one of these events, be it closed to club, restricted or national, is still one of the most enjoyable ways of spending a Sunday at very little cost (always accepting that one is prepared to pay the entry fee and insurance), no special preparation is required on the car and finally—and very important—those regulars that one is bound to meet somewhers are a fine bunch unhindered by sponsorship and the other trappings which go to take much of the enjoyment out of a day a competition in this day and age

First things first, however When one decides to have a go, one has to join a club and I hazard a guess there are not many clubs who are RAC registered who don't hold a prod trial at least once a year

Next thing is a licence—a restricted rally or speed event licence, costing £1.50 is all that is needed, fill in the entry form, part with the fee and then roll up on the day in your perfectly standard road car, be it a Jaguar XJ6 or a humble Ford Popular

Object of the exercise in a prodtrial is to get as many low figures as possible on your score card and that, in turn, means getting as far as you can up a section, bull or incline, wherever the organisers have plotted the course

These sections, as they are called in the trade, are marked out with flag poles, sometimes with tape, and one is allowed to inspect the course on foot before attempting the climb. On the right hand side the poles will carry a series of numbers, in descending order up the section, so that the farther one gets, the less one loses. Don't worry at this stage about "cleaning" a section, watch the expects and wonder thereafter

Everyone tackles each section on his own, there is no time limit and no awards for getting to the top quicker than the next man Very often the reverse is the case! This pattern is repeated perhaps a dozen times or more before lunch and then, depending on the size of the entry, everyone has unother go in the afternoon or two more rounds according to conditions, etc.

Now a brief word about our mandard car, and I stress standard First of all you have got to get to the event in the car and, hopefully, if it has not suffered mechanical failure.

you will drive home again in it

On arrival it will be inspected by an official to make sure the wheel bearings are OK, etc, that you have the spars wheel in the right place and other general points. That's all the officialdom, apart from reporting that you have arrived when instructions will follow as so start, accompanied by a score card

Within the regulations one is allowed on arrival to remove the wheel spate and or name places, but nothing else. Most "regulars have found over the years that additional weight (in addition to the passenger who must be carried) is very useful and you can push a couple of cwts of lead in a bag and stack it very securely in the boot if you like. Object here is to give the tyres more grip and the well tried theory is that the better the grip the farther you will go

Finally you are allowed to lower the pressures of the tyres to a minimum of 16 lb Don't throw your hands up in horror immediately for this minimum pressure does not mean you are going to ruin a set of covers per event. Both crossply and radial tyres on today's market are very strongly designed and constructed and you will do no harm to them whatever in any case it is doubtful whether you will cover more than three or four miles on private grassland or similar terrain throughout an event

Finally the choice of car My advice is don't worry about it. You will soon find after a couple of events which makes do better than others and as every event sees cars put into one of four classes, your standard Mins with he competing against standard Mins and if you have an Escart then you might find the Rover or Ford Popular ranged against you

That's about it then. Oh and don't forget to take the passenger and a little lunch in a hamper as very often the private land used for an event is miles from a friendly country

han the At 1844

Venue change

There is a change of venue for the Salisbury and Shaltesbury CC's Rob Walker Group Trophy production car trial on March 18

Due to deterioration of the original venue, the event which counts towards the BTRDA, ASWMC and ACSMC Championships, will now be held at Two Mile Down, Hindon, W.ks, Map (166 902328)), just off A303 and within a few miles of the site published in the regulations

As the title implies the event has aponsorship from the Rob Walker Group of Companies and also from Shell, and the event is the first for several years in the South West, to be included in the BTRDA series

● In addition to the Moskvich Group I plans announced in Pit and Paddock, the Russian car will be seen in autocrosses for Peterborough dealer John Conder and Moskvich engines will be used in trialling by Gordon Jackson's Iben and Colin Taylor's Cannon



MOTORING

MOFFATT

"Always think you are going to clean every section and be surprised only when you don't." That a the format for success propounded by Bill Moffat, at 31, triple champion in both BTRDA and RAC production car trials

The softly spoken Irishman, now working for ICI in Gloucestershire, came to this country 12 years ago from Cootehill, Co Cavan, where, but he won't admit it, he got the feel by driving on allphory and rough surfaces by charging around on tractors from

the age of seven

Bill didn't start in prod trials. In fact he first ventured forth with a '47 Minx into a driving test and ended up with a pair of baid cear tyres where they continually rubbed the bodywork. In 1965, after trying railies, autocross and sprints, he ventured into a prod trial with an 875 imp and came second. Since then Bill has cleaned up prectically everything he has entered and there are 196 trophies in the Moffatt home in Churchdown Gloucesterthire

What is his secret? "The most difficult thing to tearn is to use the right amount of power for the conditions Be very delicate on wet slippery surfaces, and give it the boot on loose stuff. I always examine every section, even if I am doing it more than once in an event, because conditions very

often change."

Bill goes on "When choosing a line for a section it is often better to try to position the car so that you are attempting to climb the most difficult part and always try to keep the front wheels straight because once you start to turn the tyres are acting against the driven tyres. This doesn't apply to the Mint brigade of course."

As to the vehicle he uses Bill says he has spent very lift e on his Imp which has a 998 cc engine and is protected by a sump-guard and a similar device for the exhaust." It's only let me down once since 1968 and I have done about 125 events in it. Always set the tickover before you start; on the Imp I let it rev at 2 500 rpm and it allows one to be very delicate on the throttle in sections."

The Moffat Imp carried about 130 lb of ballast, has always run on radial tyres, currently going over to Semperit 401s which have already been tried with success by the sporting trials lads, and has a Zenith carb.

"Prod trials are very good value for money even today," says B.i. " and I would recommend that everyone should start in this form of the sport. It is dama good fun and, the people you meet are always friendly."

Bill is branching out later this year into rallycross with a car he's building up himself. "It will be an imp but I don't expect to set the world on fire—I just want to have a real go at something else while I am still young."

Wendy Wools continue

This year's Wendy Wools Northern Saloon Car Championship will be held over 12 rounds with the best nine results to count, Rounds will be organised by the BARC Yorkshire centre, the NSCC and the Darlington & DMC and the rounds take place at Croft with one round at Cadwell. Overall winner of the championship earns £100 with £50, £25 and £15 for the next three places, An additional award is £10 which goes to the first driver in the Wendy championship to break a lap record, and the award is appropriately titled the Fastest Knit

First round is at Croft on March 25



NEW CAR GUIDE

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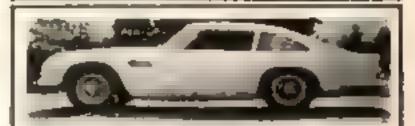
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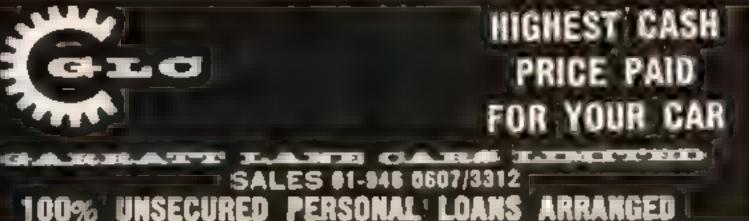
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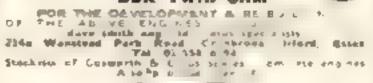
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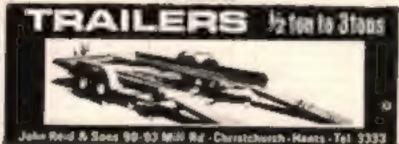
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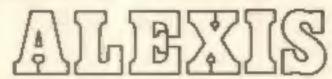
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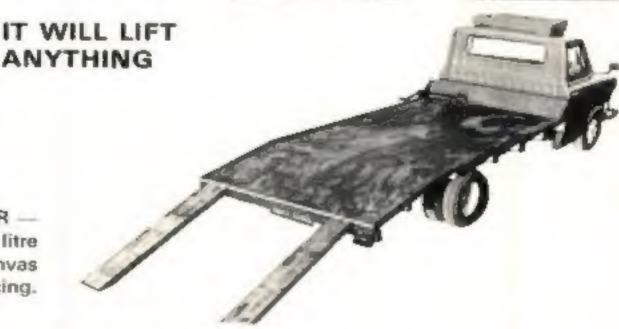


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